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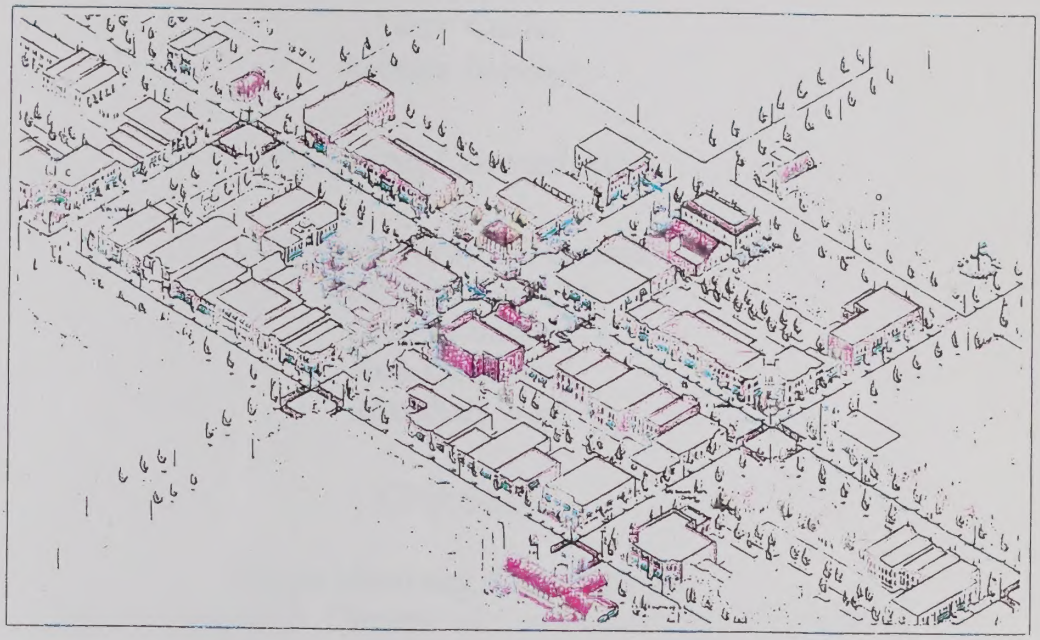

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Prepared for the

City of Lincoln, California

Prepared By:

RRM Design Group
San Luis Obispo / Modesto

Public Hearing Draft

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Acknowledgments

Lincoln City Council

Carl Malotte, Mayor
Renee Holland
Stan Nader
Larry Costa
Roberta Babcock

Planning Commission

Richard Wyatt, Chairman
Eva Lena Benedict
Charles Ballard
Rick DeBeaord
Marshall Weir

City Staff

Joseph Hinsberg, City Manager
Rodney Campbell, Director of Community Development
Shaun Carey, Public Works Director
Ralph Hitchcock, City Engineer
George Dellwo, Senior Planner
James McLeod, Associate Engineer

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Rodney Campbell, Director of Community Development
Steven Carey, Public Works Director
Ralph Hildebrand, City Engineer
George Dellroy, Senior Planner
James McLeod, Associate Engineer

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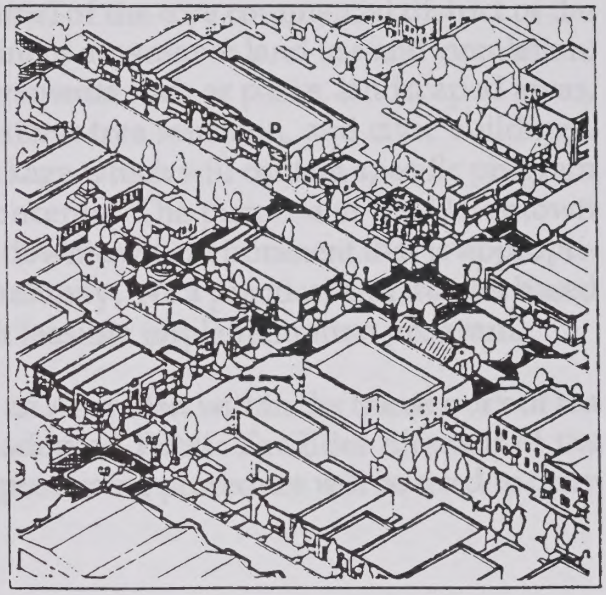
1. Introduction and Background for Planning



"The sense of place that a town can give is important for those who live beyond the town. A well-defined center can give coherence to a whole countryside."

—William H. Whyte

1. Introduction and Background for Planning

1.1. PURPOSE OF THE PLAN

The Downtown Urban Design Plan is intended to be a comprehensive master planning tool to guide the physical development of the downtown. The Downtown Urban Design Plan will be adopted as a Area Plan consistent with current zoning and development standards. The plan provides a vision for the future (20 year time frame) of the core commercial district of the community. It will serve as a specific physical blueprint of downtown land use and circulation, by defining specific design concepts of public improvements such as parks, landscaped areas, pedestrian facilities, streetlighting, public parking, street tree selection, and civic buildings. This Plan will also be an action oriented guidance package which will contain specific program elements to enable the City to implement design concepts. The purpose of the Downtown Urban Design Plan is to create a new and revitalized downtown environment that is appropriate for the historical and economic context of the community. As a practical and market based plan, it provides realistic goals and objectives, and a feasible implementation program.

The Downtown Urban Design Plan is considered an Area Plan within the framework of the City's General Plan, and conforms to the recently adopted Public Facilities Element of the General Plan. The current design review and permit processing procedure will be used to carry out the Implementation Program.

In conclusion, the primary purpose for the Downtown Urban Design Plan is basically threefold:

- **To create a land use plan which responds to citizen's input and the recommendations of the various studies that have already been conducted in order to create a viable plan for the growth of downtown, and**
- **To set forth the physical design plan, guidelines and criteria which will guide the physical form and growth of the downtown in a manner aimed at creating a pleasing and enjoyable environment, thereby fostering the continued use of, and investment in, the downtown area, and**
- **To the extent feasible, to ensure an effective linkage between the downtown and the City's future civic center.**

1.2. SUMMARY OF OTHER DOWNTOWN PLANNING EFFORTS

Planning Context

The City of Lincoln, established in 1859, has enjoyed the stability of a diversified economic base that has enabled it to endure as a remote, small town. However, increasing pressure for growth extending outward from the Sacramento metropolitan area has resulted in plans for substantial expansion of the existing City limits. In late 1987, proposals to annex approximately 3,000 acres to the City were submitted, representing a 72% increase in the land area of the corporate City limits. These annexations were proposed on the southern end of the City

representing a virtual doubling in the City's size. In addition, a proposed bypass alignment for Highway 65 is proposed to be constructed west of the existing downtown. Out of concern for the future downtown, the Lincoln Economic Development Committee, created by the City's Redevelopment Agency, initiated the idea of developing a downtown plan in 1989. This idea was set aside in favor of pursuing other projects.

The City then embarked upon a series of planning studies conducted in conjunction with the areas being considered for annexation. These studies included the General Plan Update and the preparation of a comprehensive Public Facilities Element (PFE). This element focused on defining desired levels of service for the City's "quality of life". As a key component of the PFE, a separate study was conducted that analyzed the impacts of the proposed annexations on the existing downtown (Williams-Kuebelbeck Study [WKS]). The WKS, in its analysis of the impacts and the growth potential for the downtown, again recommended the need to prepare a downtown plan.

The WKS indicated that the proximity of the cities of Roseville and Rocklin (both offering significantly greater opportunities for comparison shopping goods) substantially affected the ability of downtown Lincoln to compete for retail growth. Therefore, downtown Lincoln is envisioned to have primarily a neighborhood convenience shopping and specialty retail focus. The WKS also suggests that office development opportunities exist in downtown Lincoln for small scale professional office users and public agency/institutional office expansion. In addition, multi-family housing development which might include housing for low to moderate income families and senior citizens, should also be encouraged in the downtown study area.

The WKS study suggested that it will be the injection of public investment in the downtown that will help to stimulate further office and residential growth which will, in turn, stimulate the additional growth in the convenience retail and specialty retail sectors. The study recommends maintaining the civic center facility core within the downtown.

Civic Center Selection Study

Having developed the above information concerning the level of public facilities that would be required for a Civic Center, the firm of Vanir Construction Management was placed under contract to further refine the data and determine suitable sites for a new Civic Center. This analysis looked at both the building square footage and land requirements needed for the Civic Center at two different growth stages: 1) through the year 2010; and, 2) full build out of the City.

The total program for the Civic Center facility included the requirements for city administrative departments, police, fire and library. The results of this study may be summarized as follows:

Table One: Civic Center Space Needed 1990-2010

Facility	Square Feet	Acreage
Phase One		
Public Safety	29,100	2.2
Administration Offices	15,340	1.2
Phase Two		
Community Center	19,000	1.0
Library	18,900	1.0
Totals:	**82,340**	**5.4**

* Total includes requirements for parking, access, and circulation.

Having developed this information, the study reviewed the available locations within the City. As a result of their review, the consultant selected eight potential candidate sites based upon several factors such as size, accessibility, utilities, and others. Following further review of each site the field was narrowed to three by Vanir. The Council then directed a Blue Ribbon Committee to review the selection process and confirm or recommend another site.

1.3. OVERVIEW OF CONCERNS AND PLANNING ISSUES

McBean Park

McBean Park has a special place in the heart of Lincoln's citizens and is of historical significance for the community. The Park is intensely utilized by several community groups and is the primary recreation and open space resource for the City of Lincoln. McBean Park is the site of public swimming facilities, the annual Holy Ghost Festival, Rifle Club, Little League, a locally significant athletic stadium, the historic Hemphill residence, and the Pavilion community center facility. The park has an attractive natural setting adjoining Auburn Ravine. Until recently, McBean Park was the only substantial recreational facility available in Lincoln. A new City Park, Joiner Park is currently under construction and the Eastlake annexation proposal promises to provide for dedication of additional acres creating an Auburn Ravine / McBean Park Open Space network.

Existing City Hall and Police Facilities

City staff now operate within deficient and overcrowded buildings and facilities. At present, the City requires 21,000 square feet of space. Of particular concern is the outdated and

crowded downtown public safety building. Regardless of other components of the proposed new Civic Center, the City must proceed with development of a new public safety facility for the Police Department. This facility would have central dispatch, prisoner cells, and a service and vehicle storage yard. Although it is not critical that the public safety building be located in the downtown, it is preferred. It is considered critical to the downtown's viability that daily government functions remain in the City center.

Highway 65 Bypass

The City's General Plan reflects a proposal to re-route existing through traffic around the downtown. A significant portion of that traffic is trucks. A westerly by-pass has been proposed which would allow through traffic to avoid the intersection of State Route 65 and State Route 193 (McBean Park Drive). The total impact of the realignment upon the downtown is unknown. The Downtown Urban Design Plan is intended to protect the economic interests of downtown in the long range.

Parking, Traffic, Circulation, and Pedestrian Access

The Downtown Development Plan must provide a physical design which provides for auto and pedestrian access. The development of off street public parking will be analyzed and programmed for the over-all urban parking plan. Pedestrian environments will receive special design attention — provision of sidewalk, cross-walk, and public plazas will be a key objective of the urban design program. Pedestrian "scale" will be considered in recommendations for roadway profile, width, and design speed. Bus and transit system needs will be anticipated in streetscaping proposals.

City Image and "Old Town" Design Themes

The Redevelopment Element of the General Plan recognizes the need to establish an Old Town design theme to set the tone for commercial development in the central City. As the entire community grows and develops, the need for a distinct new City image is emerging.

To date, the City of Lincoln has identified the following urban design issues and concerns:

- ❑ **Remove blighting influences in the downtown area: old signs, abandoned structures, and overhead power lines.**
- ❑ **Renovate and develop public properties including sidewalk, streets, parking lots, alleys, and entry ways through the use of urban design.**
- ❑ **Renovate private properties with a heavy emphasis on building facades.**
- ❑ **Seek formal designation for historical sites. Preserve historically important buildings.**
- ❑ **Entryways: There is a need to create distinctive public entryways on Route 65 and Route 193.**
- ❑ **Industrial Buffers: Mitigation of residential and industrial land use conflicts are a major concern of the community.**

An extensive historical building inventory will be developed — focusing on structures now listed by the Historical Society's Downtown History Walk. Architectural styles and traditions of downtown buildings will be identified for use in developing a practical and flexible set of standards. Attention will be paid to materials prevalent during these historic periods — brick masonry, tile and terra cotta. The use of granite and brick accents in street and pedestrian areas will also be examined.

2. Community Goals, Objectives, and Vision Statement

"Downtown is the heart of a city. It is a place of importance and vibrancy that reflects a community's heritage and gives direction to the future."

2. Community Goals and Objectives / Vision Statement

2.1. CITIZEN PARTICIPATION AND WORKSHOP PROCESS

Citizen input is very important in shaping the premise upon which the Downtown Urban Design Plan is prepared. The public's viewpoints and perceptions are critical in tempering the technical analyses and establishing a balanced approach to the planning effort.

In order to maximize public involvement in this Downtown planning effort, a series of public participation techniques were utilized. The first of these was a written questionnaire circulated throughout the community, published in the local paper, and made available at the annual Fourth of July Celebration. A citizen's photo survey was also conducted. This involved the participation of approximately twelve (12) residents of Lincoln photographing the visual images of Lincoln (particularly downtown) that they "Like" and "Don't like". The result is a photo record of the resident's perception of strengths and weaknesses, and key character elements of the City's image.

The last participation technique utilized involved public workshops where presentations were made and the public was invited to comment on and participated in the planning process. There were three workshops conducted specifically on the downtown plan. In a parallel process three additional workshops were conducted on the Civic Center Master Planning effort by the Civic Center Architects and the City.

A schedule and summary of the workshops, along with additional information on the questionnaire and photo survey, is contained within the Technical Appendix of this Plan.

The following Vision Statement and Community Goals and Objectives were derived from this participation process.

2.2. VISION FOR DOWNTOWN LINCOLN

A downtown is the heart of a city. It is a place of importance and vibrancy that reflects a community's heritage and gives direction to the future. Downtown is the place in town to gather, it's the place visitors see, and is a place of civic pride. The purpose of the Urban Design Plan is to reestablish the significance of downtown and to enhance the community's sense of pride toward downtown Lincoln.

Preservation of the downtown as the center of Lincoln socially, culturally, economically and visually are paramount to this plan. Downtown will become the focus of community activity. Pedestrians will stroll along interesting storefronts, cafes and restaurants. People will naturally want to gather and meet downtown as well as shop and live there. This will be a place for a parade, a street market, or just to get a cup of coffee with a friend.

Diversity of the downtown core is important to creating a vital city center. Downtown will function as the City's core, an employment center, and a residential neighborhood with retail commercial activities focused on convenience shopping needs of surrounding neighborhoods. Specialty retail will also be provided for the tourist and special festivals and activities. Pedestrians will be attracted to the pleasant sidewalks and attractive storefronts. Restoration of historic buildings, construction of new buildings, creation of pedestrian plazas with landmarks and streetscape improvements will all contribute to defining the downtown as a place.

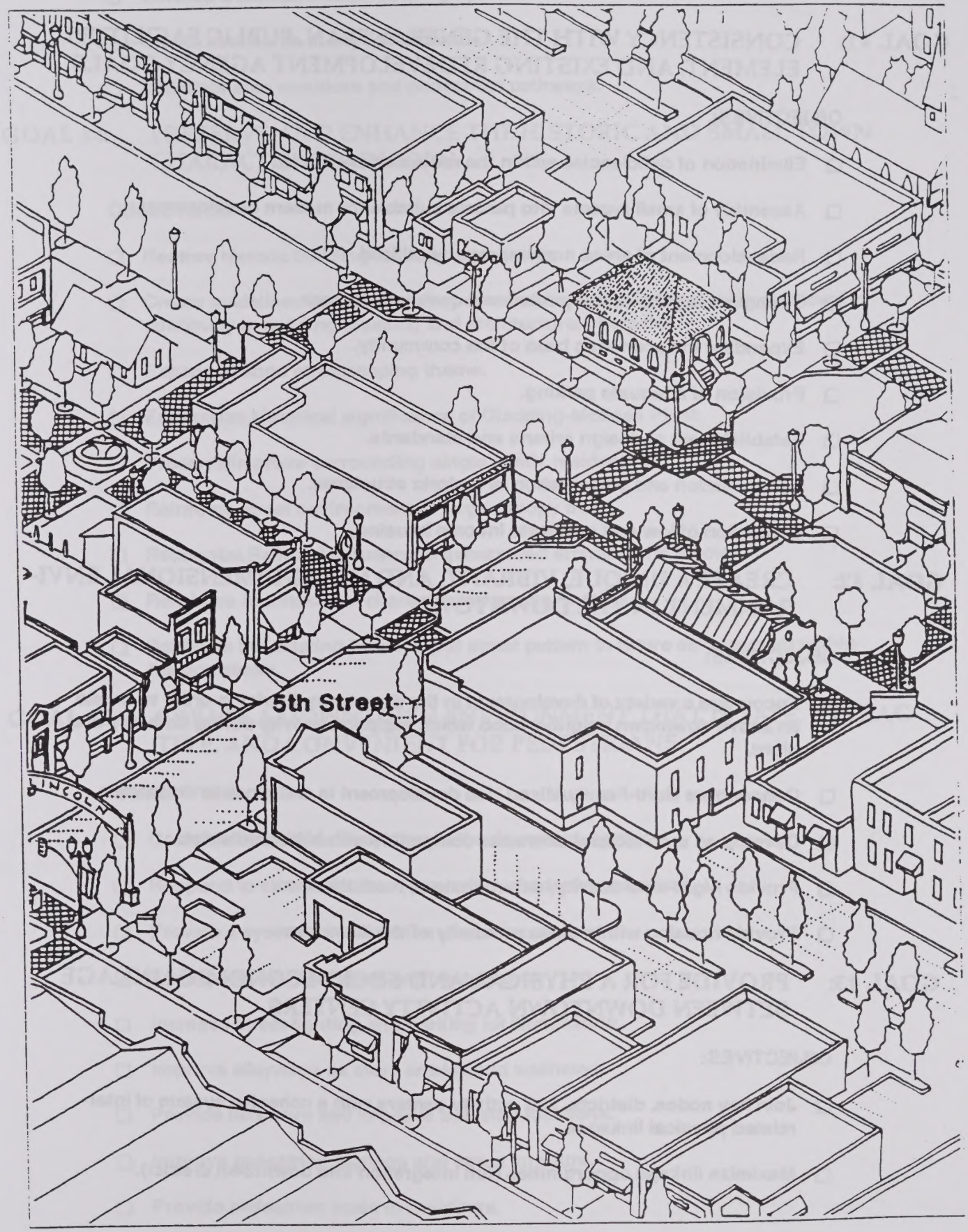


Figure 1

2.3. APPROVED GOALS AND OBJECTIVES

GOAL #1: CONSISTENCY WITH THE GENERAL PLAN, PUBLIC FACILITIES ELEMENT, AND EXISTING REDEVELOPMENT AGENCY GOALS

OBJECTIVES:

- ❑ Elimination of deficiencies within the redevelopment area.
- ❑ Assembly of small parcels into parcels suitable for modern development.
- ❑ Redevelopment of areas now improperly utilized.
- ❑ Strengthening the existing retail and commercial areas.
- ❑ Expanding the economic base of the community.
- ❑ Provision of adequate parking.
- ❑ Establishment of design criteria and standards.
- ❑ Rehabilitation and preservation of historic structures.
- ❑ Expansion of low and moderate income housing.

GOAL #2: CREATE A UNIQUE, VIBRANT, AND MULTI-DIMENSIONAL ENVIRONMENT IN THE DOWNTOWN

OBJECTIVES:

- ❑ Encourage a variety of development in the downtown district in order to create an active downtown neighborhood which supports activity during both day and night.
- ❑ Concentrate Multi-Family/Mixed Use development in and close to downtown.
- ❑ Develop an architectural character compatible with historic district.
- ❑ Provide night-time activity, entertainment, food, theaters.
- ❑ Provide housing within close proximity of the downtown.

GOAL #3: PROVIDE FOR A PHYSICAL AND SOCIO-ECONOMIC LINKAGE BETWEEN DOWNTOWN ACTIVITY CENTERS

OBJECTIVES:

- ❑ Join key nodes, districts, and activity centers with a cohesive system of interrelated physical linkages.
- ❑ Maximize linkage opportunities (full integration into downtown district).

- ❑ Develop a cohesive streetscaping system.
- ❑ Create landmarks at key focal points.
- ❑ Delineate auto corridors and pedestrian pathways.

GOAL #4: PRESERVE AND ENHANCE THE HISTORIC AND SMALL TOWN CHARACTER OF LINCOLN

OBJECTIVES:

- ❑ Restore historic building facades, storefronts.
- ❑ Create guidelines for new building construction and signage which provide for continuity in building massing and architectural character.
- ❑ Expand historic streetscaping theme.
- ❑ Emphasize historical significance of Gladding-McBean Plant.
- ❑ Preserve/improve surrounding single family residential.
- ❑ Reinforce street environment of large canopy trees.
- ❑ Recognize Railroad influence in generalized architectural themes.
- ❑ Reinforce Architectural character/terra cotta history.
- ❑ Replicate the existing historic grid street pattern in future development within the downtown.

GOAL #5: CREATE A DOWNTOWN ENVIRONMENT THAT IS SAFE, ATTRACTIVE, AND CONVENIENT FOR PEDESTRIANS

OBJECTIVES:

- ❑ Complete the sidewalk system in the downtown core.
- ❑ Respond to climate factors (sun, wind, shade, temperature).
- ❑ Provide a system of pedestrian places/spaces.
- ❑ Encourage 1st Floor retail and restaurants.
- ❑ Increase street lighting and parking lot illumination.
- ❑ Improve alleyways as store entries and walkways.
- ❑ Provide bikeways and improve bus-stop locations.
- ❑ Improve pedestrian signage and street furniture.
- ❑ Provide pedestrian scale to buildings.

- ❑ Minimize auto use by providing walking opportunities from downtown residences.

GOAL #6: PROMOTE THE ECONOMIC SUCCESS OF DOWNTOWN BUSINESSES

OBJECTIVES:

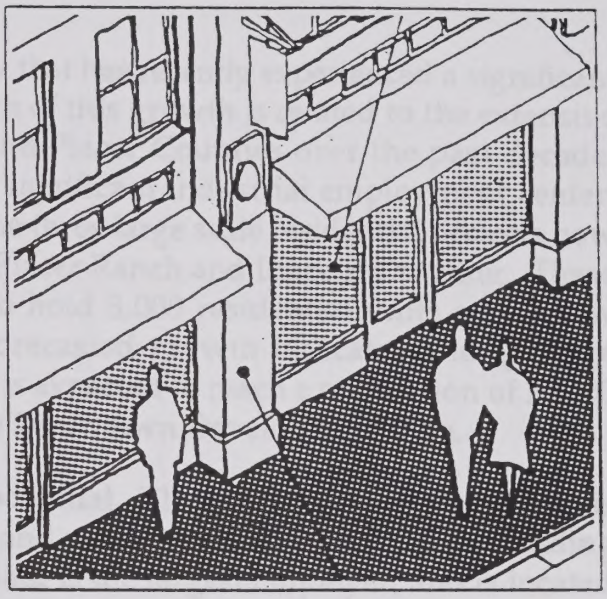
- ❑ Make the plan economically feasible, reflecting the findings of the Williams-Kuebelbeck Study (WKS) and promote a successful business environment for merchants and property owners.
- ❑ Provide realistic and cost effective design proposals/programs/projects.
- ❑ Provide appropriate areas for economic expansions/conversion through Land Use Planning and Zoning.
- ❑ Encourage mixed uses throughout downtown districts where appropriate and feasible.
- ❑ Accommodate projections for growth of retail, office and residential as defined in the WKS Market Study.
- ❑ Identify funding sources and programs for financing downtown improvements and revitalization.

GOAL #7: ELIMINATE VISUAL BLIGHT IN THE DOWNTOWN

OBJECTIVES:

- ❑ Encourage the elimination of unsightly and deteriorating conditions (unscreened storage, abandoned buildings, litter, etc.) within the downtown.
- ❑ Identify structures for rehabilitation or re-use.
- ❑ Increase the amount of landscaped areas throughout the downtown.
- ❑ Integrate Gladding-McBean Plant into downtown environment.
- ❑ Develop a facade and storefront revitalization program.
- ❑ Provide landscape buffers along industrial/residential/commercial interfaces.

3. Social, Cultural, and Economic



"If Americans would widen their walking radius by only two hundred feet, there could be a revolution in U.S. land use."

—William H. Whyte

3. Social, Cultural, and Economic Factors

3.1. INTRODUCTION / SUMMARY OF EXISTING CONDITIONS AND PLANNING ISSUES

Socio-Economic Trends

The City of Lincoln is a progressive community that has recently experienced a significant increase in population and housing growth. Much of this growth is related to the extensive development that has occurred in Sacramento and Placer Counties over the past decade. Roseville, only 10 miles south, has emerged as a significant industrial employment center. Lincoln is in the path of growth as evidenced by the three large scale residential projects now proposed along its southerly sphere — Eastlake, Placer Ranch and Lincoln Crossing. These three planned communities have the capacity to hold 8,000 residential units and a new population of approximately 21,000 people. Forecasted growth indicates a long range population target of over 40,000 persons. Lincoln is expected to reach a population of 20,000 over the next twenty year planning horizon of the Downtown Development Plan.

Lincoln has a strong economic development potential. The economic base of the City is predominantly building material manufacturing and supply. Gladding McBean, a leading supplier of clay pipe and ceramic building materials, is the largest employer, and is located adjacent to the north end of downtown Lincoln. A light industrial park is located near the existing airport.

Highway 65, which runs north-south through the downtown, links Marysville and Roseville. Highway 193, running east-west through downtown, links Lincoln with the Sierra Foothills community of Auburn. Highway 65 is a major trucking route through downtown. Caltrans and the City have sought to develop a Highway 65 by-pass around the westerly edge of the City. This route is not fully funded and will probably not be built until 1995-2000. The City General Plan, however, recognizes the generalized right-of-way line.

Historical Context

Lincoln was founded in 1859 as a local railway center and incorporated as a City in 1890. The settlement of Lincoln began as a ranching operation which received a major population influx in the California Gold Rush of 1849. Gold was found in Auburn Ravine and three mining towns formed the antecedents of Lincoln —Gold Hill, Oro City, and Virginia. During the Civil War era, Lincoln became a bustling rail terminal and stagecoach depot. A brief copper rush added to the mining tradition of the town. In the 1820's, a coal field was located and coal mining operations were instituted.

Coal mining operations lead to the discovery of a unique and high quality clay. Clay was so predominate that coal mine shafts were collapsing. In 1877, Charles Gladding, Peter McBean, and George Chambers founded California Clay Manufacturing and purchased a site

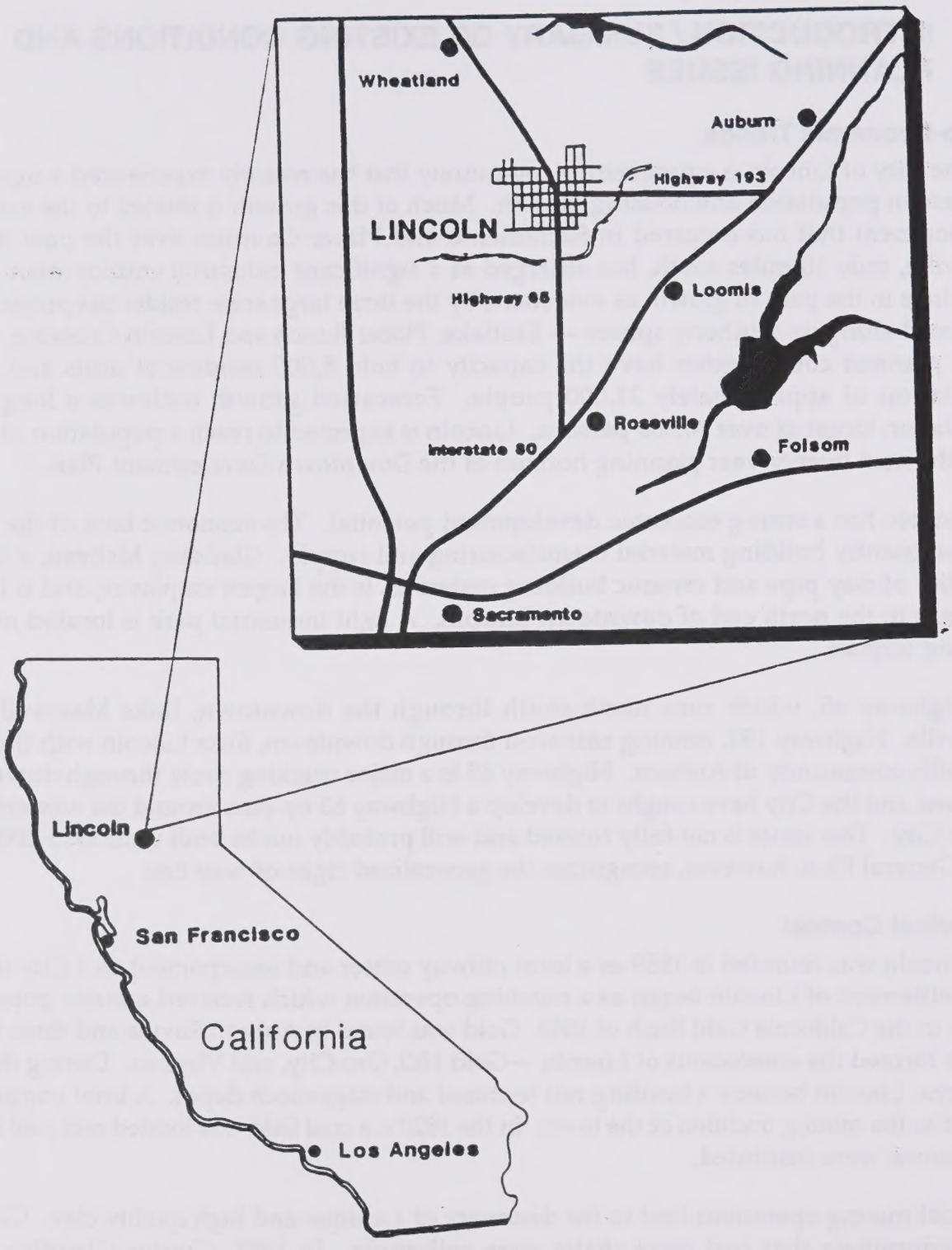

Wheatland
Auburn
Highway 193
LINCOLN
Highway 65
Loomis
Roseville
Interstate 80
Folsom
Sacramento
Lincoln
San Francisco
California
Los Angeles

Figure 2

in Lincoln. Architectural terra cotta was a major product of the operation from 1880 to 1910. Prominent building projects utilized Gladding McBean terra cotta. By 1890, the population has grown to over 1,000 and marble and granite quarries were developed.

Between 1890 and World War II, the community stabilized into an agricultural center and building products manufacturing center. In 1942, a military training facility and airport were built in Lincoln. Between 1942 and 1960, the population steadily grew to 3,197. The 1970's and 80's inaugurated the era of residential growth for the community. Rapid development began in 1985. Today, the community has become an important part of the Sacramento and regional economy.

Many buildings in the downtown, such as the 1883 Butterfield Store, are over 100 years old. Several historically significant architectural styles are found in existing downtown buildings.

Cultural Events

Downtown Lincoln has developed several important cultural and social events that are important to planning considerations.

These include the following key events and street-fairs:

- **Holy Ghost Association (Portuguese Festival)**
- **Lincoln Street Fair (held on 5th Street)**
- **4th of July Celebration (McBean Park)**
- **Concerts in the Park (McBean Park)**
- **Feats of Clay Exhibit (Art show at Gladding McBean Plant)**

These events have become significant community events and are an integral part of the socio-cultural role of Downtown Lincoln. Lincoln also has an active art community which is strongly represented by the downtown offices of the Lincoln Arts and Cultural Foundation. The rich artistic heritage of Lincoln has made existing tourist activity and the potential for increased tourism an important consideration for Downtown Lincoln. The above events are now drawing approximately 15,000 visitors each year. The retail, overnight accommodations, and restaurant demand of this growing economic sector cannot be ignored.

In addition to the above functions, Downtown Lincoln has the following social service functions and facilities — Women's Club, Chamber of Commerce, Veteran's Hall, Youth Center, Seniors Center, Municipal Auditorium, Post Office, and financial institutions.

Natural Environment

The City of Lincoln is located in Placer County, 27 miles north of Sacramento, and encompasses 4000 acres. Lincoln lies on the eastern edge of the San Joaquin Valley at the base of the Sierra Nevada foothills. To the south and west of Lincoln the terrain is rolling grasslands and oak savannahs with scattered agricultural operations. North and east of Lincoln the Sierra Nevada foothills begin. These gentle slopes are oak covered and studded with rock outcroppings.

Lincoln is characteristically flat. A gentle slope runs southeast across town to the Auburn Ravine. No significant hills or peaks exist in Lincoln. Significant topo features include the Auburn Ravine channel, which forms the town's western and southern boundaries. Tailings and piles created from clay mining have formed jagged mounds of earth north of town. Lincoln is underlain by ancient volcanic flows and covered with sedimentary deposits. The area doesn't drain well, resulting in the formation of vernal pools, which remain wet through spring. A vast deposit of high quality clay lies north of town. This resource supplies Gladding McBean with clay for manufacturing clay building products. Areas of open farm and rangeland are located to the north and southwest of town.

Auburn Ravine is the primary waterway near the City of Lincoln. This perennial stream supports a significant riparian community of high habitat and scenic value. Markham Ravine traverses the northern edge of town. This annual stream doesn't support a riparian community, but pools are commonly found throughout the year. Ingram Slough and Orchard Creek are smaller streams south of town. Lincoln's climate is typical of the San Joaquin Valley. Summers are hot and dry with temperatures averaging from 80 degrees with extremes of 110 degrees. Rainfall is rare during the summer months. Winters are cool and wet with temperatures averaging 45 degrees and dipping into the 20's occasionally. Most of Lincoln's 22 inches of annual rain falls during this time. Prevailing winds are from the southwest.

3.2. ECONOMIC DEVELOPMENT STRATEGY

The Williams-Kuebelbeck Study (WKS) analyzed Lincoln's downtown economic potential and identified development potential for the twenty year planning period. The following section presents the highlights and findings of the WKS study. This economic analysis and strategy is the foundation of the land use program and design recommendations of the Downtown Development Plan. The following sections are excerpts directly from the Williams-Kuebelbeck Study of 1990.

Population and Housing Trends

The City of Lincoln has grown modestly during recent decades, but is now embarking on a major growth phase. This growth is a consequence of the steady and rapid expansion of the Sacramento metropolitan area. The same forces which brought rapid residential and commercial growth to Roseville, Rocklin and Folsom in the 1980's are approaching Lincoln in the 1990's. Specific plans have been advanced to annex and develop over 2,800 acres of unincorporated Placer County land south of the existing City limit. At projected rates of growth, the City will grow to almost 13,000 by the year 2000 and to over 22,000 in 2010. If

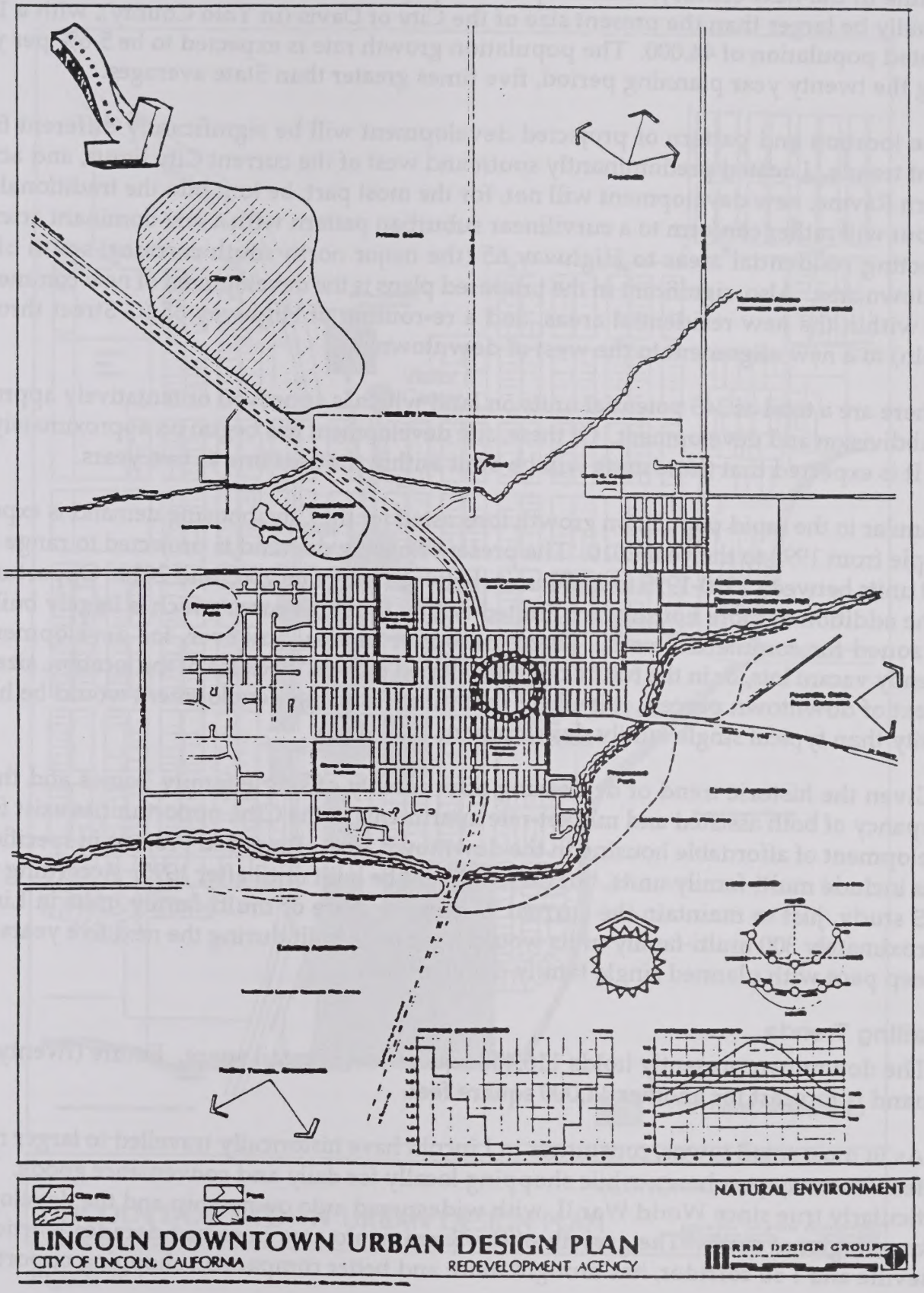

NATURAL ENVIRONMENT
LINCOLN DOWNTOWN URBAN DESIGN PLAN
CITY OF LINCOLN, CALIFORNIA
REDEVELOPMENT AGENCY
BRM DESIGN GROUP

Figure 3

residential development occurs as planned, the ultimate population could reach nearly 49,000 sometime in the next century. Based upon this population trend, the City of Lincoln may eventually be larger than the present size of the City of Davis (in Yolo County), with a 1989 estimated population of 44,000. The population growth rate is expected to be 5-6% per year during the twenty year planning period, five times greater than State averages.

The location and pattern of projected development will be significantly different from current trends. Located predominantly south and west of the current City limits, and across Auburn Ravine, new development will not, for the most part, be knit into the traditional city grid, but will rather conform to a curvilinear suburban pattern with a few dominant arterials connecting residential areas to Highway 65 (the major north-south corridor) south of the downtown area. Also, significant in the proposed plans is the development of new commercial areas within the new residential areas, and a re-routing of Highway 65 (G Street through Lincoln) to a new alignment to the west of downtown.

There are a total of 345 potential units on land which is approved or tentatively approved for subdivision and development. Of these, site development has begun on approximately 226 lots. It is expected that these units will be built within the next one to two years.

Similar to the rapid population growth forecasted for the City, housing demand is expected to triple from 1990 to the year 2010. The present housing demand is projected to range from 1,000 units between 1990-1995 to 2,050 units between the years 2005 and 2010. Opportunities for the addition of more housing are limited within the study area, which is largely built out and zoned for commercial uses. There are opportunities, however, for development on currently vacant lots, or in the future on redeveloped parcels. Because of the location, size, and context of downtown parcels, it is likely that future housing development would be higher density than typical single family development.

Given the historic trend of decreasing affordability of single family homes and the full occupancy of both assisted and market-rate apartments in the City, opportunities exist for the development of affordable housing in the downtown area. Proposed projects in specific plan areas include multi-family units, but these will not be built until after 1995. According to the WKS study, just to maintain the current 23 percent share of multi-family units in Lincoln, approximately 300 multi-family units would have to be built during the next five years alone to keep pace with planned single family development.

Retailing Trends

The downtown presently holds 116,400 square feet of retail space. Future (twenty year) demand is forecast for another 44,000 square feet.

As in most small towns, consumers in Lincoln have historically travelled to larger market centers for many purchases, while shopping locally for daily and convenience goods. This is particularly true since World War II, with widespread auto ownership and the development of large regional malls. The growth of the Sacramento area in recent decades, particularly Roseville and I-80 corridor, has brought more and better comparison shopping opportunities

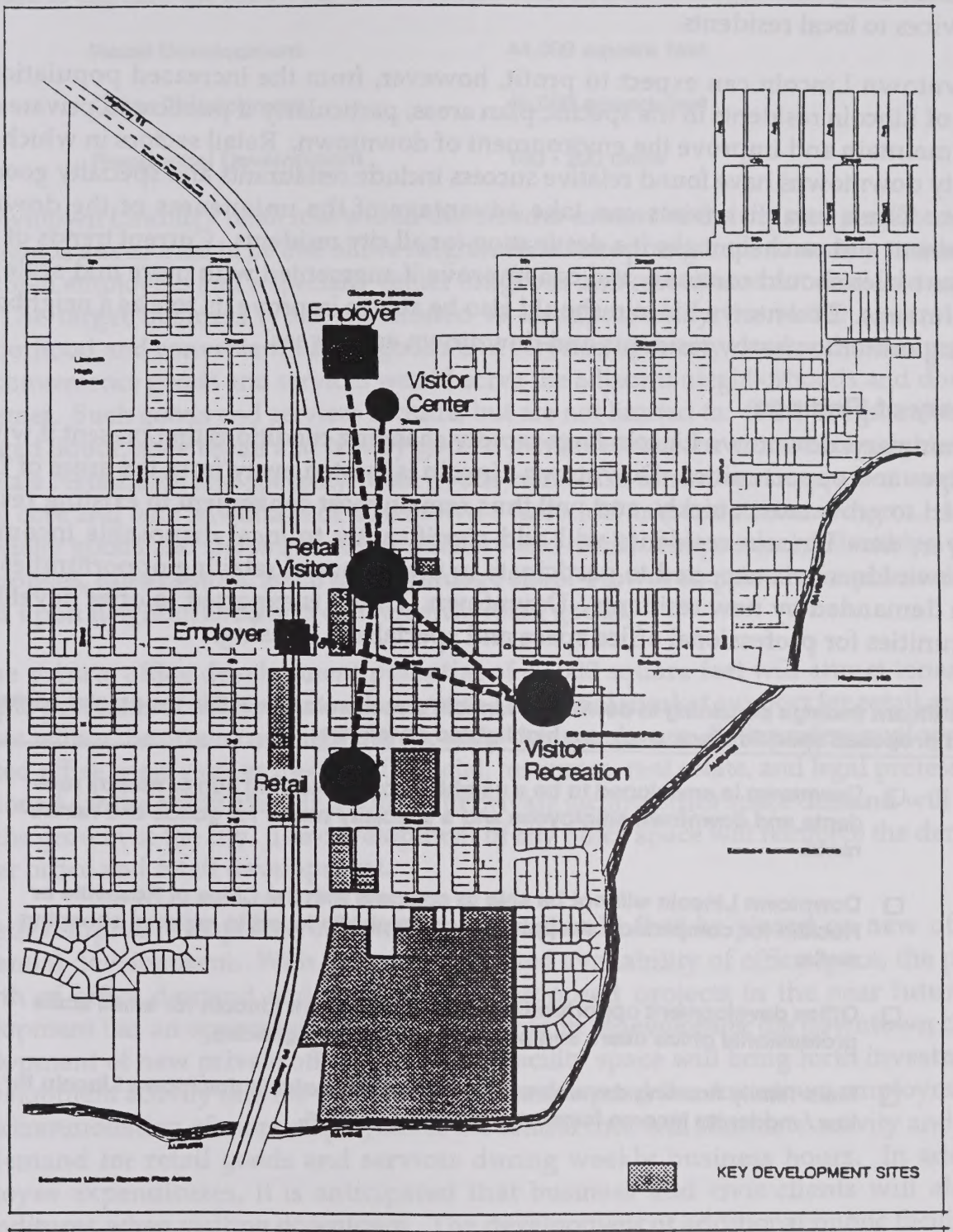

Employer
Visitor Center
Retail Visitor
Employer
Visitor Recreation
Retail
KEY DEVELOPMENT SITES
ECONOMIC ENVIRONMENT
LINCOLN DOWNTOWN URBAN DESIGN PLAN
CITY OF LINCOLN, CALIFORNIA
REDEVELOPMENT AGENCY
RRM DESIGN GROUP

Figure 4

Roseville and I-80 corridor, has brought more and better comparison shopping opportunities closer to city residents. However, Downtown Lincoln's relative isolation from other cities, and lack of local competition, has maintained a vitality to its role as purveyor of everyday goods and services to local residents.

Downtown Lincoln can expect to profit, however, from the increased population and income of Lincoln residents in the specific plan areas, particularly if public and private efforts help to maintain and improve the environment of downtown. Retail sectors in which many small city downtowns have found relative success include restaurants and specialty goods and services. These establishments can take advantage of the uniqueness of the downtown environment and can help make it a destination for all city residents. Current trends of strong restaurant sales should continue, and can improve if augmented with more mid-scale eating establishments. Downtown Lincoln should also be able to improve its role as a neighborhood shopping center to nearby residents and downtown employees.

Summary of Findings

In summary, downtown Lincoln faces rapidly changing conditions that present it with both challenges and opportunities. Downtown Lincoln is located away from the areas of Lincoln projected to grow most quickly, and will thus remain most convenient to existing residents. However, new Lincoln residents will add significantly to local disposable income, and downtown Lincoln is expected to participate in the enhanced retailing opportunities which will be demanded by new residents. Downtown Lincoln is expected to offer development opportunities for professional office space and specialized housing.

The significant findings pertaining to downtown Lincoln's economic role within the greater context of the city and proposed specific plans areas are highlighted as follows:

- **Downtown is envisioned to be a neighborhood shopping hub to nearby residents and downtown employees and a specialty center for goods and restaurants.**
- **Downtown Lincoln will not be able to compete with the Cities of Roseville or Rocklin for comparison shopping goods typically found in regional shopping malls.**
- **Office development opportunities exist in downtown Lincoln for small scale professional office users and public / institutional agencies.**
- **Multi-family housing development opportunities exist in downtown Lincoln for low / moderate income families and senior citizens.**

Based upon market demand projections to the year 2010, downtown Lincoln is estimated to be able to capture the following market segments, square footages or residential units.

Retail Development	**44,000 square feet**
Office Development	**49,000 square feet**
Residential Development	**100 - 200 units**

Downtown Lincoln's retail role within the broader context of the city and proposed specific plan areas is envisioned to be one of the neighborhood shopping hubs to nearby residents and downtown employees and a specialty center for goods and restaurants not available within the city. The target business types envisioned to be captured by the 44,000 square feet are neighborhood and convenience retail goods and services, specialty retail and restaurants. The daily convenience goods and services would serve the adjacent neighborhoods and downtown businesses. Such goods and services include, but are not limited to: food, drugs and toiletries, packaged liquor, shoe repair and bakery goods. While serving the immediate neighborhoods, mid-scale restaurants and specialty retail goods could also attract customers from outside the central core and take advantage of downtown's historical and architectural charm. A sample of specialty goods and shops include: stationery and cards, antiques and collectibles, pet store and supplies, camera store, and a fabric yardage shop. However, primary emphasis should be placed upon neighborhood and convenience retail goods.

The private office development potential of 49,000 square feet will attract tenants form multiple professions who in turn will provide additional market support for retail goods and services within the downtown area during daily business hours. Both professional and service oriented office users such as medical, financial, insurance, real estate, and legal professions are envisioned for the study area. In addition to private facility office space demand will increase with the growth of the city. The development of city office space will reinforce the demand for further office and retail development.

Redevelopment emphasis of the study area should first be placed on new office and residential development. With the current limited availability of office space, the projected growth of office demand and the dearth of proposed projects in the near future, office development has an opportunity to gain a foothold in redeveloping the downtown core. The development of new private office and public facility space will bring forth investment and redevelopment activity into the downtown area and expand the downtown employment base. The accommodation of more employees in the central core will stimulate activity and increase the demand for retail goods and services during weekly business hours. In addition to employee expenditures, it is anticipated that business and civic clients will also make expenditures when visiting downtown. The development of additional public facility space, particularly for the City of Lincoln, if feasible, should occur around the existing civic and financial hub and will send a message to both downtown land owners and the development community that the public sector is committed to remaining downtown.

3.3. HISTORICAL PRESERVATION AND ENHANCEMENT

The City of Lincoln has a rich and varied historical context for planning. Preservation of historical buildings and established cultural events are vital to the community. A major emphasis of the Urban Design Element of the Downtown Urban Design Plan will be to identify key historical and cultural resources and identify strategies and design parameters that will preserve and enhance these important elements of the City.

Downtown Lincoln has over 171 buildings of local historical significance. Approximately 42 of these buildings are located in the downtown core area and have special historical importance to the community. (1989 Historic Resources Survey by Lincoln Arts and Cultural Foundation).

The following historical architectural styles can be found in the downtown area:

COMMERCIAL:		
	Romanesque	**1860-1900**
	Neo-Classic	**1910 - 1920**
	Renaissance Revival (Second)	**1910 - 1920**
	Spanish Colonial (Revival)	**1920 - 1930**
RESIDENTIAL:		
	Italianate	**1880 - 1890**
	Queen Anne	**1880 - 1900**
	Bungalow	**1890 - 1900**
	Tudor Revival	**1920 - 1930**
	Spanish Colonial	**1930 - 1940**
	Craftsman Cottage	**1930's**

Lincoln's architectural themes span several historic periods and therefore cannot be pinpointed to a single focus.

The following development opportunities exist in the historic character of downtown buildings:

- **The community has a good potential to expand downtown cultural events: Farmers Markets, History Tours, and Craft Fairs.**
- **People gathering events such as Feats of Clay, Summer Street Fair, and the Holy Ghost Association Festival are in place and draw local tourists and visitors to the downtown area.**
- **Downtown buildings are rich in architectural detail and represent a variety of important design movements and building styles.**

- **The Gladding-McBean plant represents an artisan tradition that provides a proud heritage for the community. The terra cotta products produced by the plant can be show-cased. Terra cotta images can provide attractive design elements in both building renovations and public squares and parks.**

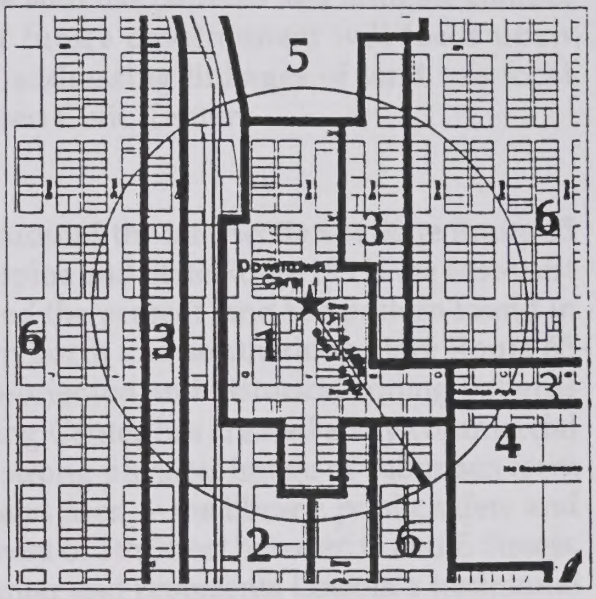
- **Tourism could be enhanced and become an important economic development aspect of the downtown with business opportunities for hotel, bed and breakfasts, restaurants, and gift shop trade.**

Most of Lincoln's key historic buildings are located within a four block area surrounding Beermann Plaza. The area centered around 5th, F and G Streets is the original downtown core and the oldest remaining buildings can be found there.

The IOOF Building, the Beermann Building, the Emmada Building, the Woman's Club, the Library, the original City Hall building, the Veterans building, and several other important historic structures are clustered along 5th Street between McBean Park Drive and 6th Street, and between G Street and E Street. This historic district forms the traditional heart of Downtown Lincoln. The newly constructed Beermann Plaza emerges as a key historic focal point and public gathering place for the community.

Other historic structures are found in McBean Park and linking these groupings of historic architecture is a critical objective of the Downtown Urban Design Plan Design Guidelines (see Section 7.0).

4. Land Use



"Downtowns work best when they are compact. It is remarkable indeed how many have a core no more than four blocks square."

—William H. Whyte

4. Land Use

4.1. SUMMARY OF EXISTING CONDITIONS AND PLANNING ISSUES

Introduction:

The purpose of the following section is to provide an inventory of existing land use patterns, conflicts, compatibilities, and overall conditions. This information will be utilized to formulate design strategies for strengthening desirable land use patterns and mitigate conflict situations. The recommended land use pattern for future development will focus upon maintaining commercial vitality in the downtown, addressing linkages of land use focal points, and assuring proper integration of the proposed Civic Center.

Existing Land Use Patterns

Downtown is generally located in a 1/2 mile ring around the intersection of State Route 65 and State Route 193. State Route 65 is the north-south spine and State Route 193 is the east-west arm. This "T" shape circulation pattern has established the present land use pattern found in Lincoln today. Commercial development has grown north and south along State Route 65 following the strip commercial center pattern of auto-oriented and historical zoning patterns of most western U.S. cities. Rainbow Market Shopping Center has created a key commercial focus at 3rd Street and State Route 65, establishing a strong physical image of suburban form on the southerly periphery of the Downtown. Civic land uses — the library, public safety and social services — have tended to locate on a small segment of 5th Street between G and E Streets. This area is the location of the original commercial center and represents Lincoln's traditional "Main Street". The City's newest improvement downtown, Beermann Plaza, is located here at 5th and F Streets.

The historic "Old Town" has emerged in the blocks surrounding this Main Street environment. Land use form in this area is of a mixed use nature, with retail stores on first floors and professional offices located on second stories. This area has the vast majority of two-story construction.

A major rail line runs parallel to State Route 65, one block to the west. Industrial and heavy commercial land uses have followed the rail and are primarily located on the west side of State Route 65, with the exception of the enormous area occupied by Gladding McBean along the northern edge of the downtown, east of State Route 65.

To the south and east of the "Old Town" area, are low density single family residential neighborhoods developed along a traditional grid street network. McBean Park is located two blocks to the southeast of the 5th and F Street intersection. Auburn Ravine, on the southeast edge of McBean Park, forms a natural riparian edge to the downtown. The Park is ringed by single family housing on McBean Park Drive and D Street. Multiple family development is very limited. Professional office uses are focused on 5th Street, along F Street, and on McBean Park Drive.

The downtown is primarily built out, however, several large vacant parcels are scattered throughout this area. These sites are key opportunities for future development in the downtown. The largest site is located south of First Street, north of the Auburn Ravine. Another important site is found east of Rainbow Market, between 2nd and 3rd Streets.

Existing General Plan and Zoning Patterns

Land use and zoning designations may have to be revised to address the specific recommendations of the Downtown Urban Design Plan. Business/ Professional and commercial land use designations are already established on the western portion of the McBean Park Drive and on the block between McBean Park Drive and 5th, and D and E Streets. The Commercial land use designation and zoning may be extended along McBean Park Drive.

The existing Land Use Element of the General Plan is consistent with the existing land use pattern. The Community Commercial designation dominates a fifteen block area between 7th Street on the north, E Street on the east, 1st Street to the south, and H Street to the west. Business and professional office designations generally run along the eastern edge of this Community Commercial core. A significant cluster of medium and high density residential exists along the southeastern edge of the Gladding McBean Plant site. Another area of multifamily exists at 6th and East Streets. It should be noted that multifamily projects are permitted by CUP in all commercial zoning districts. Residential Planned Development overlays the large vacant site between 1st Street and the Auburn Ravine. Low Density Residential designations surround the downtown core area and McBean Park. Neighborhood commercial nodes are located at East Avenue and McBean Park Drive and 7th Street and East Avenue.

4.2. KEY NODES AND LINKAGE PATTERNS

A node is an area or place of importance where people tend to gather. Nodes can be public gathering places (i.e. a park or plaza) or commercial activity centers. Nodes typically also function as points of reference within a community. Nodes, or key land use activity centers, are critical component of any downtown. Downtown Lincoln has several shopping and employment concentrations that are important in terms of physical linkages and should be recognized by the Plan.

The key nodes in downtown Lincoln are as follows:

- **5th Street and F Street Intersection /Beermann Plaza**
- **Gladding-McBean Plant**
- **Rainbow Market**
- **McBean Park**

The above activity centers create a unique urban form for the downtown. The current influence of these nodes is a positive one that should be reinforced. The triangular shape of the land use patterns for downtown and the location of these nodes begins to suggest a network

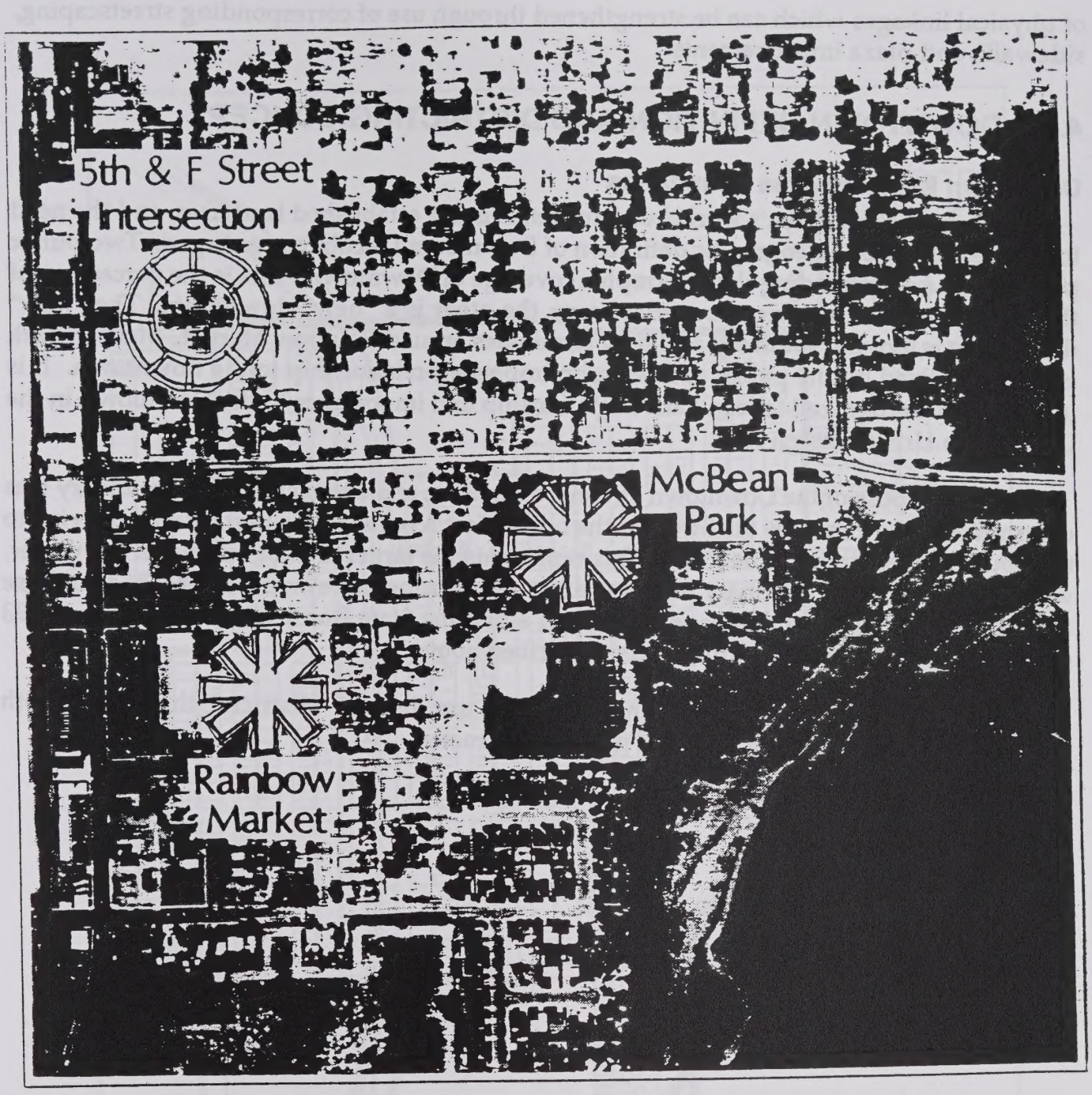


Figure 5

of physical linkages which can be strengthened through use of corresponding streetscaping, sidewalk, and plaza improvements.

4.3. DOWNTOWN DEFINITION AND DISTRICTING CONCEPT

Downtown Planning Area Boundaries

Based upon the Citizen's workshop process, existing established land uses, and the need to address linkages, a geographic definition of Downtown Lincoln has emerged. Two public perceptions exist regrading the geographic coverage of Downtown. One is the perception of the traditional and historic commercial core, the other is a "new" downtown. The "new" downtown is moving southerly and now terminates around Rainbow Market. McBean Park is also perceived by the public as having an important relationship to the downtown. It is important to recognize McBean Park's relationship and importance to the Downtown in the Downtown Urban Design Plan.

For the purpose of the Downtown Urban Design Plan, and overall Plan Area boundary was determined to be generally 9th Street to the north, East Avenue to the East, Auburn Ravine to the South and K Street to the West. This represents the larger area of influence. However, within this boundary, a primary planning area was focusing more on the established land use and circulation patterns that have developed along the State Route 65 and State Route 193 corridors with the corresponding nodes described above.

Within these planning area boundaries there are distinct "districts" that reflect both existing and proposed land uses and physical character.

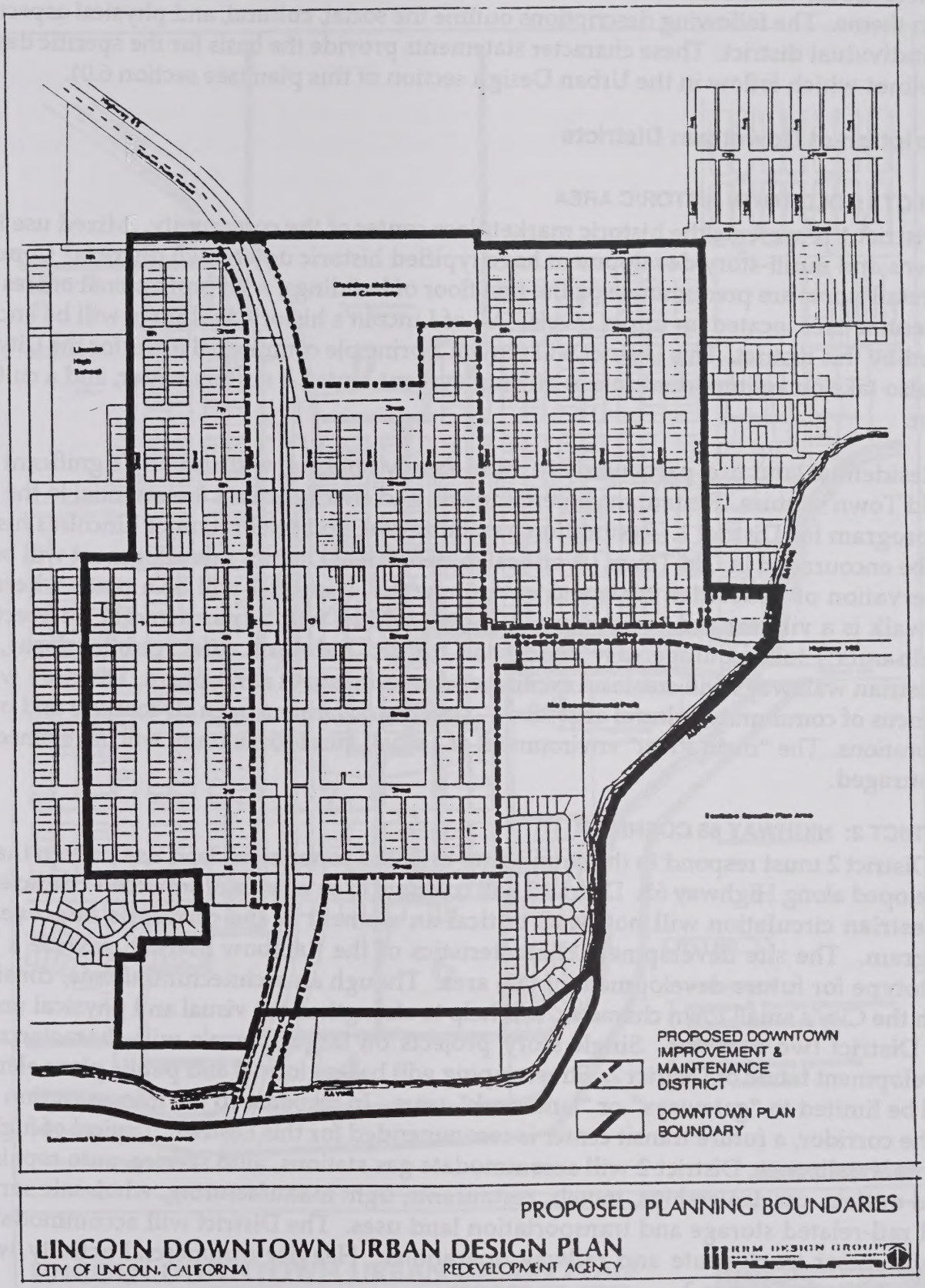

PROPOSED DOWNTOWN IMPROVEMENT & MAINTENANCE DISTRICT
DOWNTOWN PLAN BOUNDARY
PROPOSED PLANNING BOUNDARIES
LINCOLN DOWNTOWN URBAN DESIGN PLAN
CITY OF LINCOLN, CALIFORNIA
REDEVELOPMENT AGENCY
RRM DESIGN GROUP

Figure 6

Districting Concept

There are six distinct districts within the Downtown Plan Area. Each has a functional and design theme. The following descriptions outline the social, cultural, and physical aspects of each individual district. These character statements provide the basis for the specific design guidelines which follow in the Urban Design section of this plan (see section 6.0).

Description of Downtown Districts

DISTRICT 1: OLD TOWN HISTORIC AREA

District 1 represents the historic marketplace center of the community. Mixed use land patterns and multi-story development have typified historic downtown districts. Community retail stores are predominate on the first floor of buildings, with professional offices and residential uses located on upper levels. All of Lincoln's historic buildings will be encompassed by this district. This District will remain a principle commercial focus for the City but will also take on an important role as an employment center, a visitors center, and a cultural center.

Residential land use, particularly in multi-family housing, will also be a significant part of Old Town's future. Restaurant, entertainment, and civic functions are essential to the land use program for District 1. Restoration, revitalization, and celebration of Lincoln's history will be encouraged in Old Town. A critical dimension of District 1 development will be the preservation of pedestrian scale and environments. District 1 will be a place where the sidewalk is a vibrant and exciting place. Street widths will be narrowed at intersections ("bulb-outs") to encourage easy pedestrian traffic. Sidewalk cafes, public plazas, and pedestrian walkways will create an exciting and colorful street atmosphere. District 1 will be the focus of community cultural activities — street fairs, farmers open air markets and public celebrations. The "main street" environment of a small, rural community will be retained and encouraged.

DISTRICT 2: HIGHWAY 65 CORRIDOR

District 2 must respond to the strong auto-oriented commercial land use pattern that has developed along Highway 65. District 2 will continue to be an area of suburban character and pedestrian circulation will not be as critical an element of the corridor's improvement program. The site development characteristics of the Rainbow Market provide a good prototype for future development of this area. Though an architectural theme, consistent with the City's small town character, will help to strengthen the visual and physical unity of the District two corridor. Single story projects on larger parcels will characterize the development fabric of District 2. Streetscaping will be less formal and public plaza elements will be limited to "gateways" or "landmark" areas. In response to the transportation focus of the corridor, a future transit center is recommended for this District. Typical of highway commercial zones, District 2 will accommodate gas stations, auto service, auto repair, fast food outlets, car dealerships, motels, restaurants, light manufacturing, wholesale services, and rail-related storage and transportation land uses. The District will accommodate the City's major truck route and railway operations. Heavier commercial activity will be appropriate in District 2.

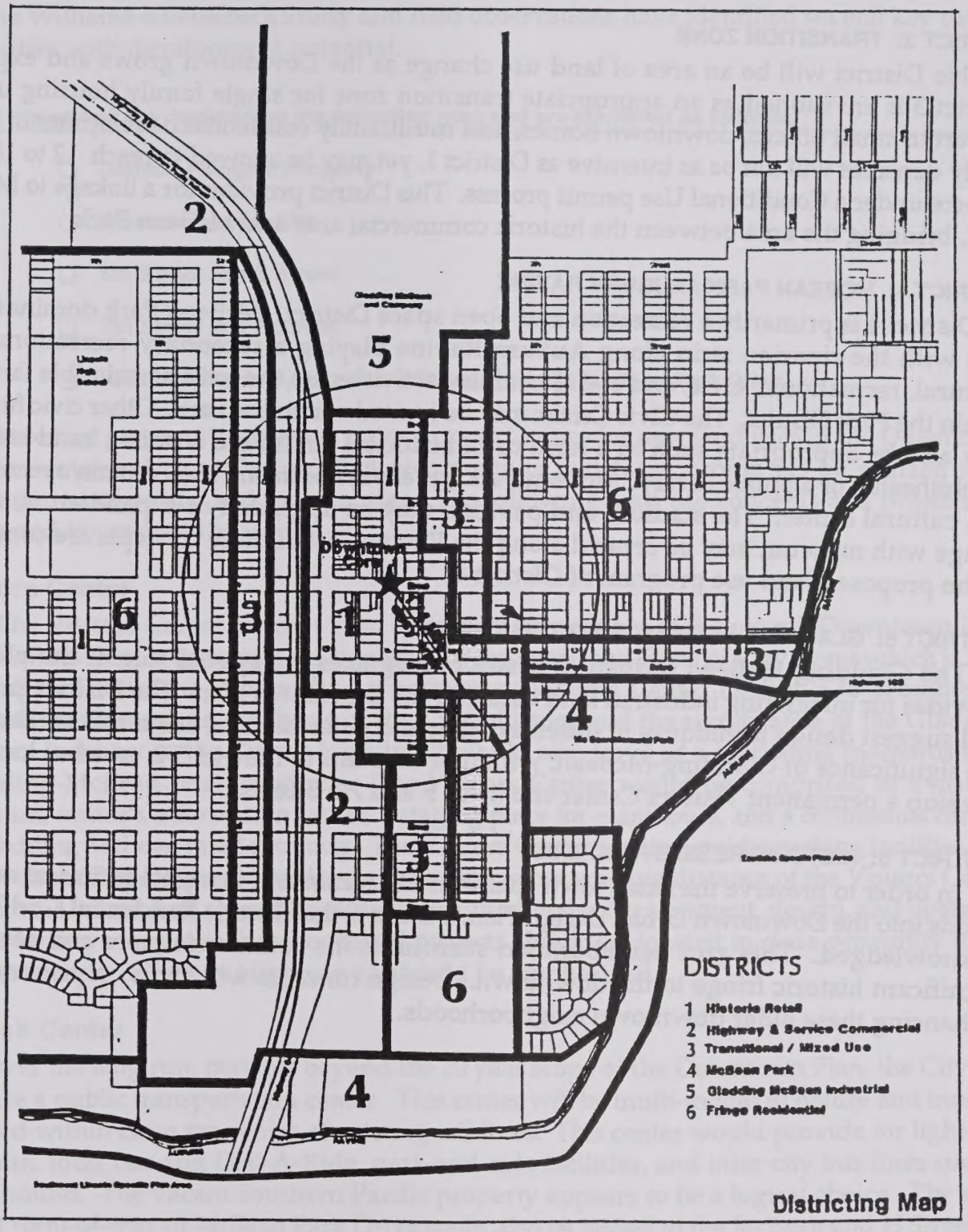

DISTRICTS
1 Historic Retail
2 Highway & Service Commercial
3 Transitional / Mixed Use
4 McBean Park
5 Cladding McBean Industrial
6 Fringe Residential
Districting Map
LINCOLN DOWNTOWN URBAN DESIGN PLAN
CITY OF LINCOLN, CALIFORNIA
REDEVELOPMENT AGENCY
RRM DESIGN GROUP

Figure 7

Gateways to the north and south will play a critical roll in the overall Urban Design for the downtown.

DISTRICT 3: TRANSITION ZONE

This District will be an area of land use change as the Downtown grows and expands. District 3 is envisioned as an appropriate transition zone for single family housing uses to convert to small offices, downtown homes, and multifamily residential development. Multi-family densities will not be as intensive as District 1, yet may be allowed to reach 12 to 18 units per acre under a Conditional Use permit process. This District provides for a linkage to McBean Park, bridging the area between the historic commercial area and McBean Park.

DISTRICT 4: MCBEAN PARK / AUBURN RAVINE

District 4 is primarily a recreation and open space District. McBean Park dominates this area with the riparian strip along Auburn Ravine playing a secondary recreational role. Cultural, recreational, civic, and social land use activities are the only permissible land uses within the Park District. The Civic Center may be located within the Park. Other civic functions may also be appropriate such as a terra cotta historical landmark, a public band-stand, an amphitheater, or a public library. McBean Park has always been and shall remain a recreational and cultural center. The stadium and pavilion may be upgraded or expanded. A wildlife refuge with museum may be created along the Ravine. All of these concepts are compatible in the proposed land use program of District 4.

DISTRICT 5: GLADDING MCBEAN INDUSTRIAL AREA

The Gladding McBean Industrial District recognizes the special role of the plant and provides for integrating industrial land uses into the Downtown Plan. The District guidelines will suggest design techniques to soften existing and potential land use conflicts. Because of the significance of Gladding-McBean, within or adjacent to District 5 is an ideal location to develop a permanent Visitors Center site (near F and 7th Streets).

DISTRICT 6: HISTORIC RESIDENTIAL GRID

In order to preserve the small town character of Lincoln and integrate historical neighborhoods into the Downtown Urban Design Plan, District 6, the Historic Residential Grid has been acknowledged. This grid neighborhood surrounds the commercial core and serves as a significant historic fringe to the downtown. Design concepts will focus on preserving and enhancing these older downtown neighborhoods.

4.4. OPPORTUNITY SITES AND RECOMMENDED PROJECT CONCEPTS

The Williams-Kuebelbeck Study and field observations have identified several key vacant properties with development potential.

These properties are depicted on the following map and are identified as follows:

- ❑ **Ristau / Feingold Property**
- ❑ **Rainbow Market Site**
- ❑ **5th Street and E Street**
- ❑ **7th Street and F Street**
- ❑ **Railroad Property, between H Street, 2nd and McBean Park Drive**

These five properties represent unique opportunities for new land uses in the Downtown. The Downtown Urban Design Plan recommends that these properties be utilized for a combination of public and private uses. The following land use concepts and projects are suggested for each of these sites.

Visitors Center

The Visitors Center concept is an important component of the overall Downtown Plan. The Visitors Center concept is an extension of the successful Feats of Clay event which is held annually. The intent of providing a permanent Visitors Center facility is to promote the Downtown through an emphasis of the City's history and the significance of the Gladding McBean industry to the City of Lincoln. It would also serve as a marketing mechanism for Gladding-McBean retail products. The Visitors Center would be comprised of a historic museum, visitor's information center, a staging place for plant tours, and a continuous display of Gladding McBean retail products. The Visitors Center requires public parking facilities, and an off-street City lot should be developed within close walking distance of the Visitors Center location. Lincoln Arts should be closely consulted in the development, design, and operation of the facility. Any new hotel or motel projects should be located in close proximity to the Visitors Center. Sites on Highway 65 should be emphasized.

Transit Center

Over the long run, perhaps beyond the 20 year scope of the Downtown Plan, the City will require a public transportation center. This center will be multi-modal in nature and must be located within close proximity of existing rail lines. This center would provide for light-rail, Amtrak, local bus and Dial-A-Ride, park-and-ride facilities, and inter-city bus lines such as Greyhound. The vacant Southern Pacific property appears to be a logical choice. The stub-street right-of-way of McBean Park Drive could also be added to the McBean and H Street site.

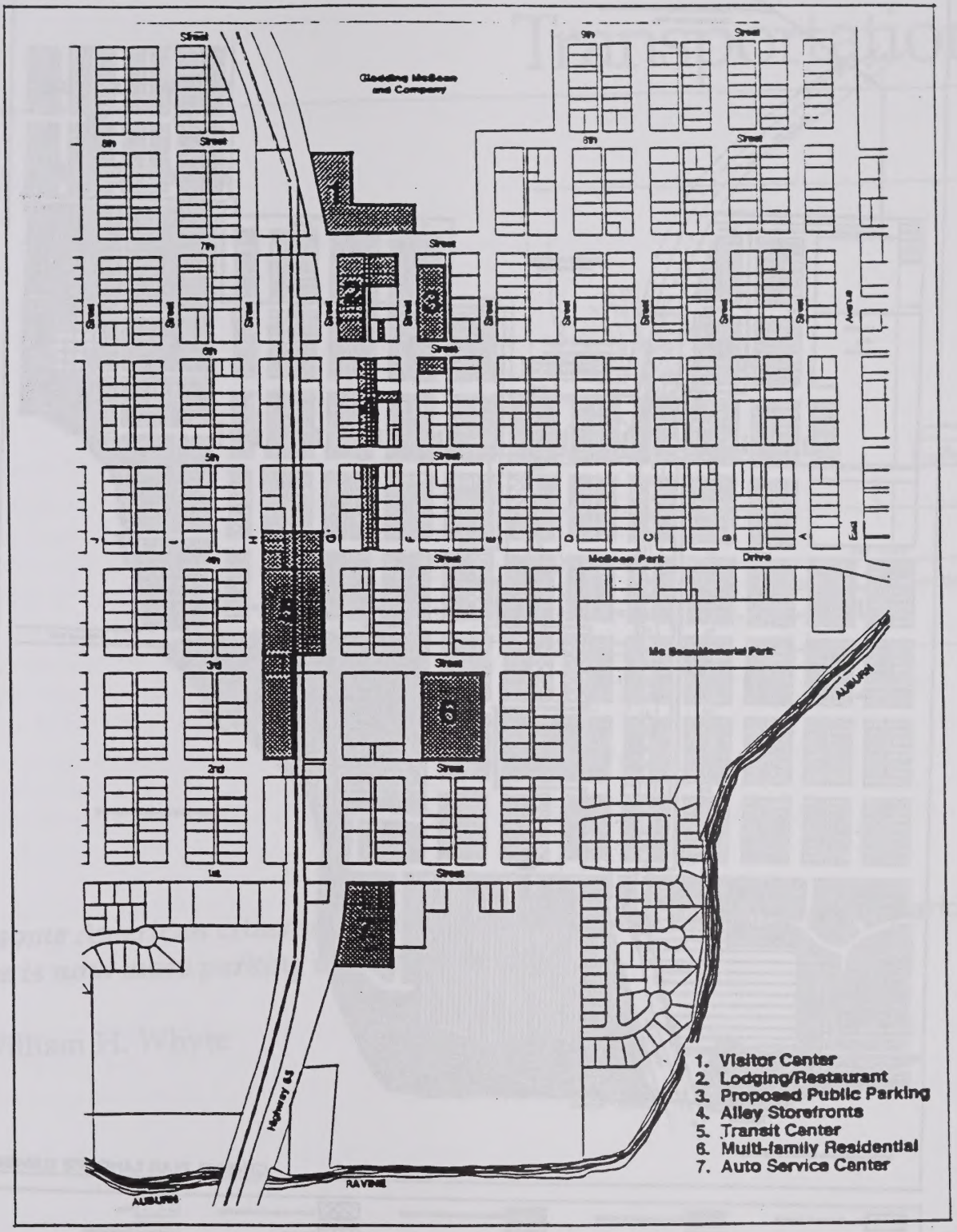
Multifamily Development

Seniors and/or affordable housing needs to be emphasized in the future land use program. Three sites appear to hold high potential for new multifamily development, they include — 1) Ristau / Feingold property along 1st Street; 2) Rainbow Market site; and 3) 5th and E Street site. Multifamily development could be two story townhomes, small scale clustered cottages, garden style apartments, or four-plexes in a planned development setting. Small lot, cottage / patio home development will be appropriate in District 3 with higher density, 2-3 story projects, leading into District 1.

4.5. LAND USE POLICIES

The following are recommended policies for the downtown area.

- ❑ **Encourage mixed-use and multi-story development within the Downtown. If necessary, use of the Planned Development (PD) overlay zone should be considered to enhance flexibility.**
- ❑ **Allow for streamlined approval procedures for projects in conformance with the Downtown Urban Design Plan.**
- ❑ **Encourage city administrative offices to return to the downtown.**
- ❑ **Support the development of a Gladding McBean Visitors Center in the downtown.**
- ❑ **Support the development of a new library facility at a downtown location.**
- ❑ **Support the development of high density multi-family development within the Downtown.**
- ❑ **Support the development of a Downtown Transit Center on Highway 65.**



POTENTIAL DEVELOPMENT SITES

LINCOLN DOWNTOWN URBAN DESIGN PLAN

CITY OF LINCOLN, CALIFORNIA — REDEVELOPMENT AGENCY

RRM DESIGN GROUP

Figure 8

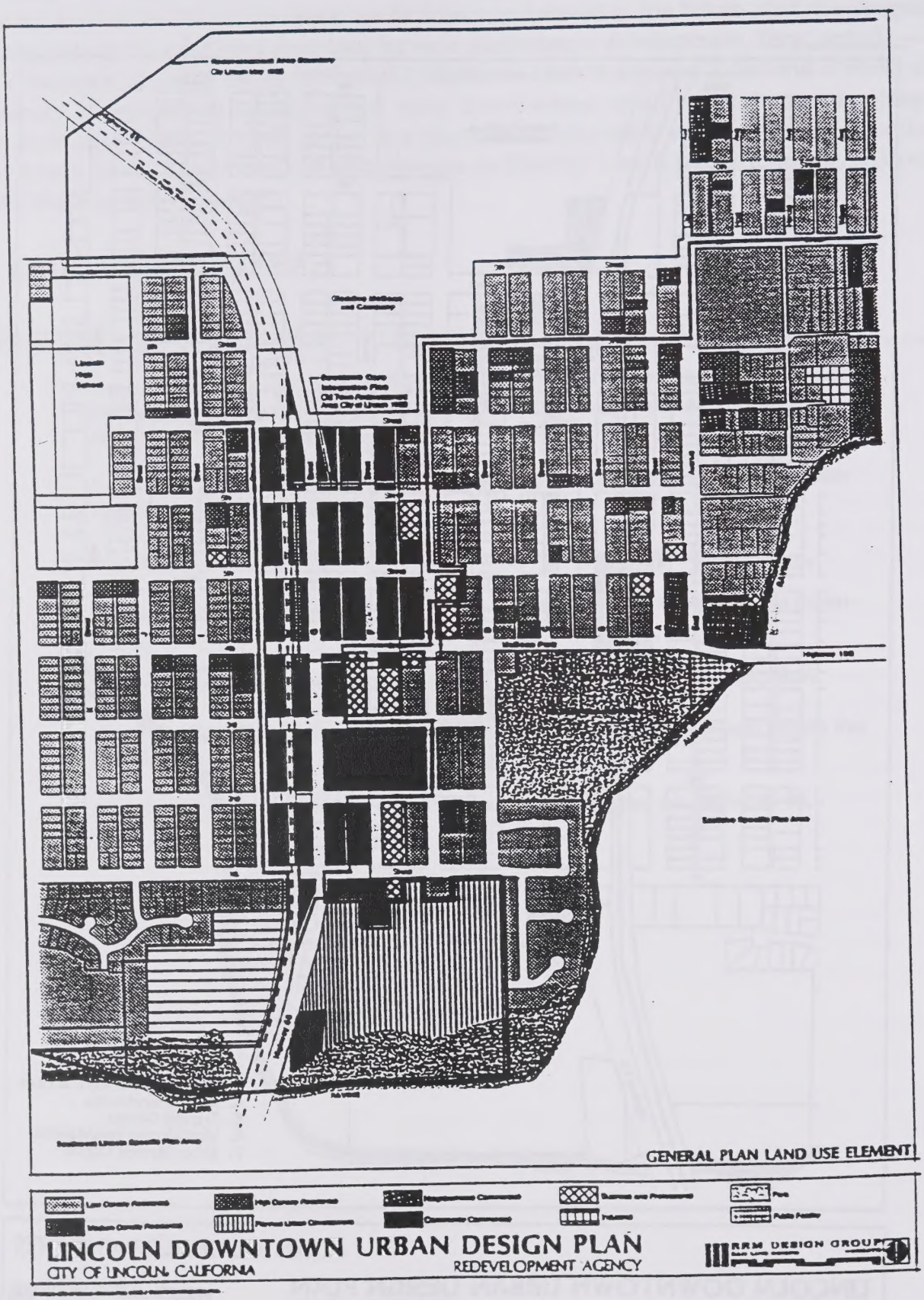
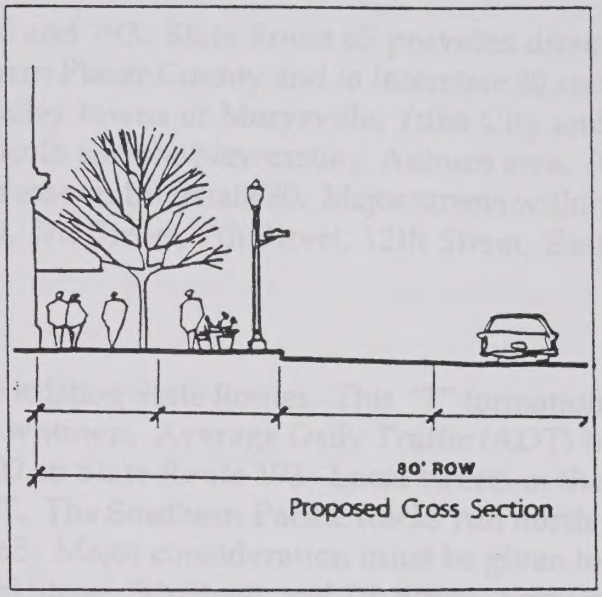

GENERAL PLAN LAND USE ELEMENT
LINCOLN DOWNTOWN URBAN DESIGN PLAN
CITY OF LINCOLN, CALIFORNIA
REDEVELOPMENT AGENCY
RRM DESIGN GROUP

Figure 9

5. Parking, Circulation, and Transportation



Proposed Cross Section

"In some American cities so much of downtown has been cleared for parking there is now more parking than there is city."

—William H. Whyte

5. Parking, Circulation and Transportation

5.1. SUMMARY OF EXISTING CONDITIONS AND PLANNING ISSUES

Introduction

The City of Lincoln is served by State Routes 65 and 193. State Route 65 provides direct access to the Cities of Roseville and Rocklin in southern Placer County and to Interstate 80 and points west. It also provides access to the north valley towns of Marysville, Yuba City and Oroville. State Route 193 is a short route linking Lincoln and the Newcastle / Auburn area. It is the City's connecting link with Auburn and points east on Interstate 80. Major streets within the City are Nicolaus Road (9th Street), 1st Street, 3rd Street, 7th Street, 12th Street, East Avenue, O Street and Aviation Boulevard.

Overview of Traffic Patterns

Lincoln traffic patterns are dominated by the two existing State Routes. This "T" formation creates two major arteries which intersect in the Downtown. Average Daily Traffic (ADT) is 10,000 to 14,000 on State Route 65, and 5,000 to 7,000 on State Route 193. Local streets in the Downtown carry approximately 2,000 to 4,000 ADT. The Southern Pacific tracks run north-south through Downtown, paralleling State Route 65. Major consideration must be given to the streets that provide rail-crossings — 1st Street, 3rd Street, 5th Street, and 7th Street. Signals are presently installed at 5th Street and State Route 65, McBean Park Drive and State Route 65, and 1st Street and State Route 65. Signals are proposed for McBean Park Drive and East Avenue, 3rd and State Route 65, and 7th and State Route 65. Level of service during peak periods is now A and B. The General Plan requires a minimum level of service of C, according to OmniMean's Traffic Study. Future State Route 65 traffic in the Downtown will be 17,000 ADT at community build-out.

Public transit service in Lincoln is provided by the Lincoln Transit Service, which is operated by the City, and provides weekday fixed-route service within the City limits form 7:30 am to 8:12 am, and 10:30 am to 3:45 pm.

Southern Pacific Railroad operates a main line through the center of Lincoln along the west side of State Route 65. This line is used only for freight service within Lincoln, although Amtrak service operates through the City. Amtrak terminals are located in Sacramento and Marysville.

The Lincoln Municipal Airport is owned and operated by the City. During 1989, an estimated 240 aircraft were based at the airport, with an estimated 103,000 operations (landing and take-offs). The existing capacity of the airport is approximately 200,000 operations per year, depending on the type of aircraft. The airport is designed to accommodate an additional runway, which would double its capacity.

Major Traffic Improvement Projects

Highway 65 realignment: The ultimate area transportation plan calls for movement of State Route 65 to one of two locations; one location mid-way between Downtown and the Lincoln Airport, on the west side of the community, and the other approximately one half mile further west of Lincoln Airport.

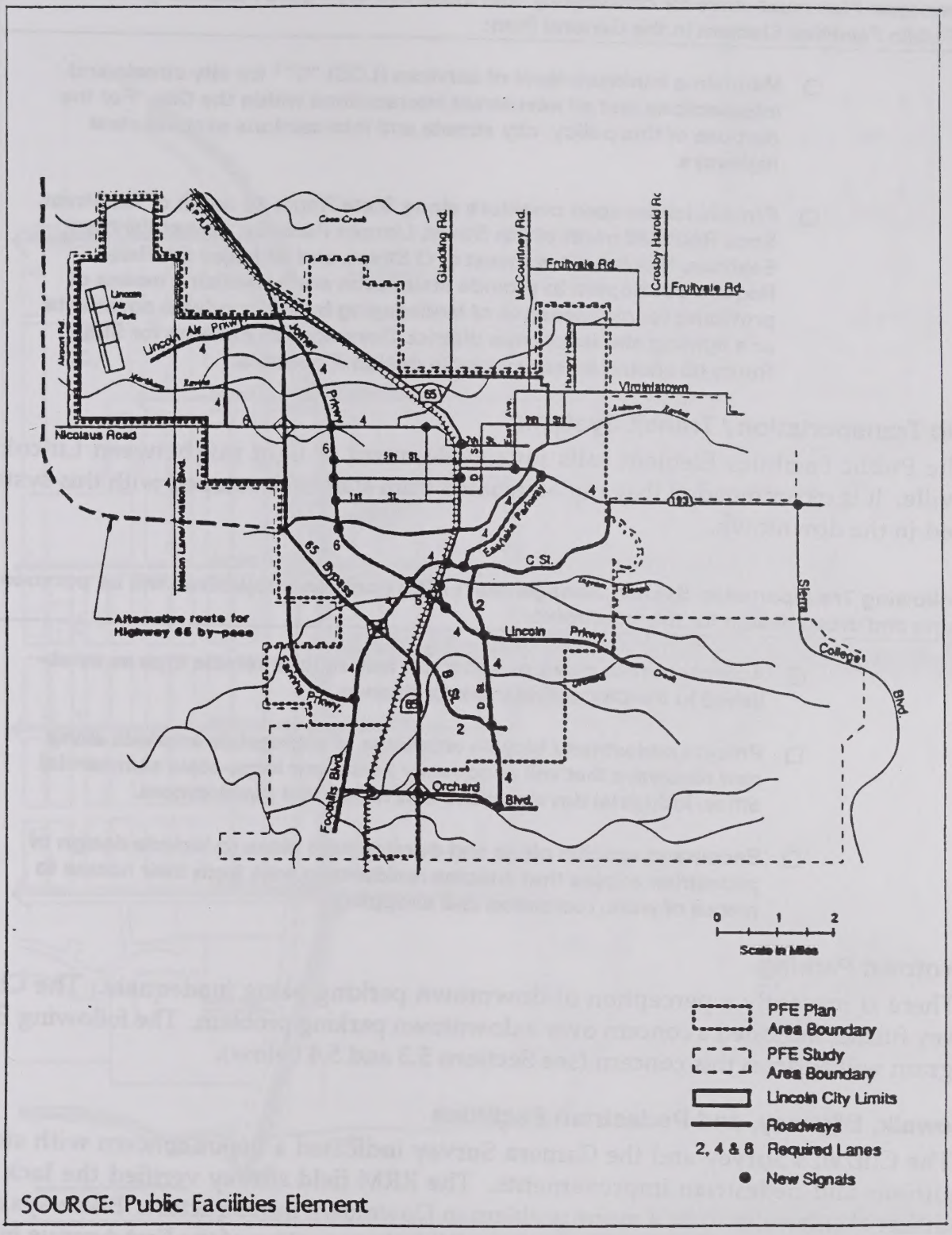
Highway 193 reconditioning and widening: The California Department of Transportation has started design work and environmental review on a project to repair and widen Highway 193 between Highway 65 in Lincoln and Sierra College Boulevard. According to Caltrans engineer Mark de Martini, the three-mile section will be rehabilitated and a section widened. Where the road narrows to 28 feet, east of Pioneer Lane on the edge of Lincoln, it will be widened to 40 feet. The wider the facility will have two 12-foot lanes and 8-foot shoulders. A left turn lane is also planned at Oak Tree Lane. The section between Highway 65 and Pioneer Lane is 50 feet wide and will be resurfaced only.

Street Widening: Several existing roadways will require widening by two to four lanes including, but not limited to:

- **Joiner Parkway Bridge**
- **State Route 65**
- **Nicolaus Road**
- **State Route 193**
- **Aviation Boulevard**
- **Lincoln Airport Drive**

Lincoln / Joiner Parkway

A major thoroughfare connecting the southern annexation growth zone and the western addition area will be developed over the planning period. At build-out this expressway will carry approximately 25,000 to 30,000 ADT.



SOURCE: Public Facilities Element

FUTURE CITY WIDE CIRCULATION PLAN

LINCOLN DOWNTOWN URBAN DESIGN PLAN

CITY OF LINCOLN, CALIFORNIA — REDEVELOPMENT AGENCY

RRM DESIGN GROUP

Figure 10

Consistency with Public Facilities Goals

The Downtown Plan must strive for consistency with these two key Public Facilities goals taken from the City's Public Facilities Element in the General Plan:

- **Maintain a minimum level of services (LOS) "C"[1] for city streets and intersections and all new street intersections within the City. For the purpose of this policy, city streets and intersections exclude state highways.**

- **Provide landscaped corridors along State Route 65 south of 1st Street, State Route 65 north of 7th Street, Lincoln Parkway, Joiner Parkway, Eastlake, Nicolaus Road west of O Street, and all major arterials. Require developers to provide installation and establish a means of providing for maintenance of landscaping by either private covenants or a lighting and landscape district. Development patterns for State Route 65 should be consistent in design if possible.**

Public Transportation / Transit Systems

The Public Facilities Element calls for development of light rail between Lincoln and Roseville. It is recommended that any associated train station developed with this system be located in the downtown.

The following Transportation System Management (TSM) goals and objectives will be pursued in the planning and urban design for the Downtown:

- **Actively pursue measures that will help reduce vehicle trips as established in the City's Rideshare Ordinance.**

- **Provide pedestrian / bicycle crossings at appropriate intervals along new roadways that will adequately serve new large-scale commercial office, industrial development, and residential development.**

- **Encourage specific plans and development plans to include design of pedestrian access that enables residents to walk from their homes to places of work, recreation and shopping.**

Downtown Parking

There is presently a perception of downtown parking being inadequate. The Citizen's Survey further indicated a concern over a downtown parking problem. The following Parking Program will address this concern (see Sections 5.3 and 5.4 below).

Sidewalk, Bikeway, and Pedestrian Facilities

The Citizen's Survey and the Camera Survey indicated a major concern with sidewalk conditions and pedestrian improvements. The RRM field survey verified the lack of and condition of sidewalks to be a major problem in Downtown infrastructure. Bikeways are also lacking in terms of full system development. With the exception of the East Avenue bikeway, the downtown lacks a clearly designated bike system. The downtown is also lacking in terms of cohesive streetscaping public walkways, and plaza areas. Beermann Plaza is representative of the type of improvement necessary to enhance the pedestrian environment in downtown. This concept should be enhanced and expanded.

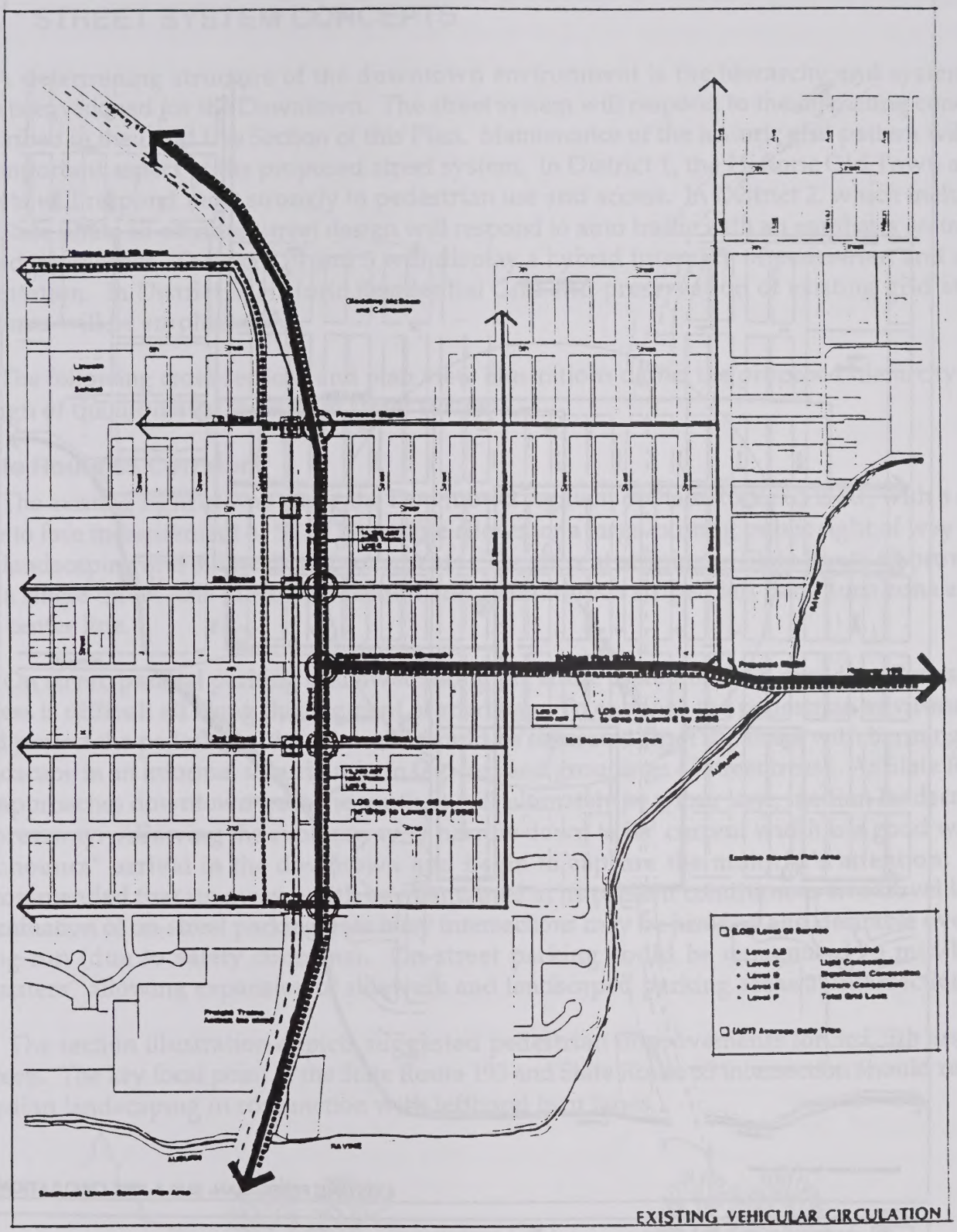

EXISTING VEHICULAR CIRCULATION
LINCOLN DOWNTOWN URBAN DESIGN PLAN
CITY OF LINCOLN, CALIFORNIA
REDEVELOPMENT AGENCY
RRM DESIGN GROUP

Figure 11

EXISTING PEDESTRIAN, BUS & BIKE CIRCULATION
LINCOLN DOWNTOWN URBAN DESIGN PLAN
CITY OF LINCOLN, CALIFORNIA
REDEVELOPMENT AGENCY
RRM DESIGN GROUP

Figure 12

5.2. STREET SYSTEM CONCEPTS

A determining structure of the downtown environment is the hierarchy and system of streets envisioned for the Downtown. The street system will respond to the districting concept described in the Land Use Section of this Plan. Maintenance of the historic grid pattern will be an important aspect of the proposed street system. In District 1, the Historic Old Town area, streets will respond most strongly to pedestrian use and access. In District 2, which includes the State Route 65 corridor, street design will respond to auto traffic with an emphasis on traffic based geometrics. District 3, 4 and 5 will display a hybrid interplay of pedestrian and auto orientation. In District 6, Historic Residential Grid and preservation of existing grid street patterns will be emphasized.

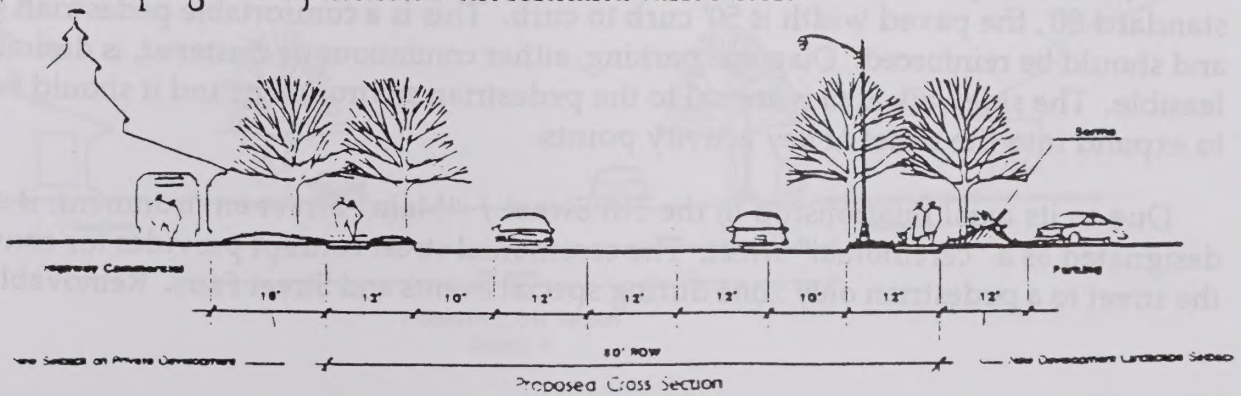
The following cross-sections and plan view illustrations depict the proposed hierarchy and design of the ultimate Downtown street system.

State Route 65 Corridor

The existing right of way along the Downtown segment of State Route 65 is 80', with a curb face to face measurement of 50'. This profile allows for a large existing public right of way area for landscaping and sidewalk improvements. The current striping of State Route 65 provides for a single travel lane in either direction and a continuous striped left hand turn zone along the center line.

On street, parallel parking is allowed along the entire State Route 65 corridor. Pedestrian access is difficult all along this segment of roadway. To enhance the pedestrian environment and protect the pedestrian, the sidewalk should be separated from the street with berming and landscape in an informal suburban form (eg. turf and groupings of street trees). As State Route 65 approaches downtown from the south, it will ultimately be a four lane, median landscaped, expressway. Allowing the expressway to narrow down to its' current width is a good way to "announce" arrival in the downtown and begin to capture the motorist's attention. It is recommended that roadway width be maintained at its present condition as two travel lanes. Elimination of on-street parking near busy intersections may be justified and desirable over the long-run (due to safety concerns). On-street parking could be designated to mid-block "clusters" allowing expansion of sidewalk and landscaped parking areas at intersections.

The section illustration depicts suggested pedestrian improvements for 3rd, 5th and 7th Streets. The key focal point of the State Route 193 and State Route 65 intersection should receive median landscaping in conjunction with lefthand turn lanes.

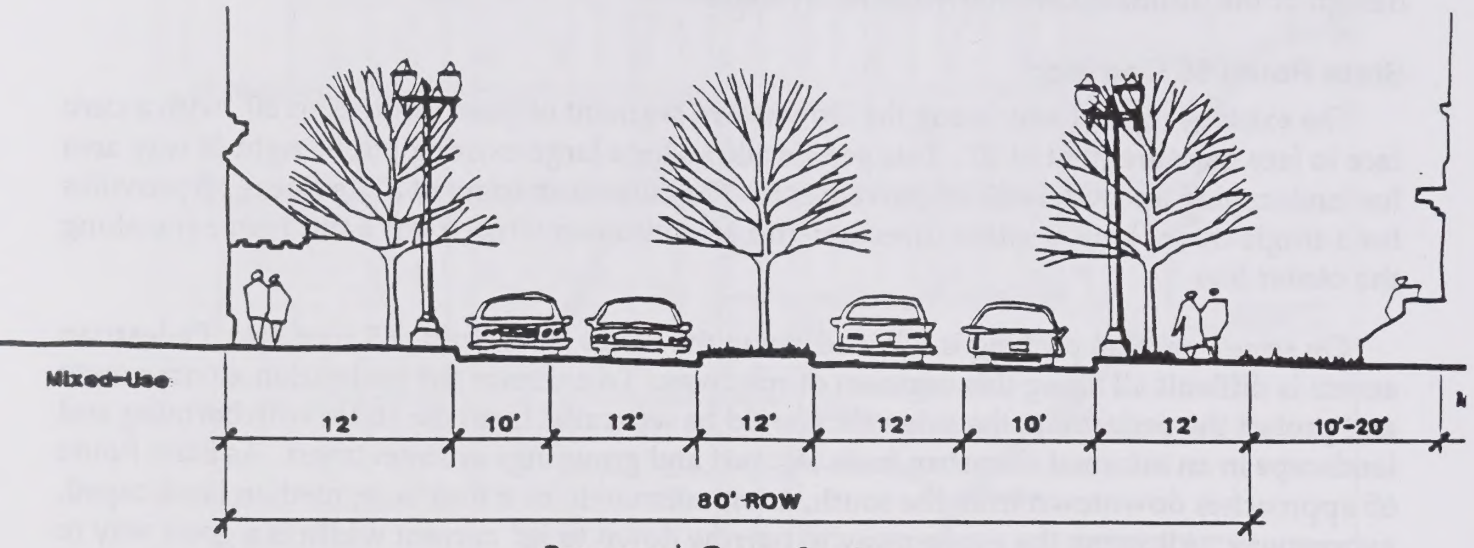


Proposed Cross Section
S.R. 65 District 2)

McBean Park Drive

The key emphasis of McBean Park Drive will be its role as a major inter-city connector and its role in linkage of McBean Park to the commercial core. A pedestrian pathway system needs to be introduced on the north side of McBean Park Drive special crosswalk enhancements are required at F Street and D Street.

Existing right of way is 80' with a paved section of 50' from curb to curb. This road segment will be rebuilt by Caltrans and proposed improvements can be integrated with their plans. Landscaped median treatment should be considered approaching F Street and from F Street to State Route 65. On-street parking should be clustered mid-block. The following plan view of the intersection of F Street and McBean Park Boulevard depicts typical improvement proposals.



Proposed Cross Section
McBean Park Drive

F Street

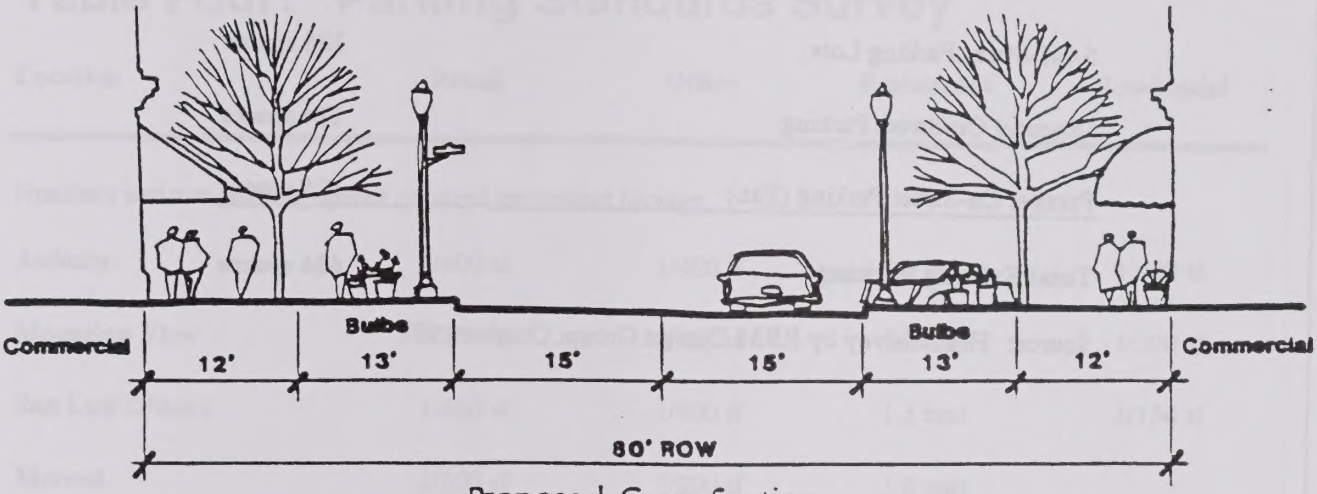
F Street will play a critical role in pedestrian linkage in the Downtown Plan. F Street has key nodes at its north and south termini — Rainbow Market and the Gladding McBean Clay Factory. It is important to give this street segment a special treatment. Right of way is the standard 80', the paved width is 50' curb to curb. This is a comfortable pedestrian geometry and should be reinforced. Diagonal parking, either continuous or clustered, is desirable where feasible. The sidewalk area is critical to the pedestrian environment and it should be allowed to expand into the street at key activity points.

Due to its axial relationship to the 5th Street / "Main" Street environment, it should be designated as a "ceremonial" street. The ceremonial street concept provides for conversion of the street to a pedestrian only zone during special events and Street Fairs. Removable bollards

can be placed as temporary barricades to restrict auto access during events such as Farmers Markets, sidewalk sales, and the Feats of Clay Festival. It is recommended that the "convertible" designation of F Street run from McBean Park Drive to the intersection of 6th Street and F Street. A special intersection treatment is required at the landmark intersection of 5th and F Streets. This intersection needs to make a statement as being the heart of the Historic District. Articulation of corners and sidewalk areas are recommended here.

5th Street

5th Street is the historic "main street" of Lincoln. Its role will be traditional and historic in orientation. The main street character calls for pedestrian scale and access. The existing right of way is 80' with a 50' pave out curb to curb. 5th Street will bear a close relationship to F Street. The same streetscape and sidewalk pattern will repeat on 5th Street. Commercial treatment should terminate at E Street near the Women's Club. Emphasis of improvements should be the key intersection with F Street and alley connections from the Beermann Plaza. Diagonal parking should occur from State Route 65 to E Street. Sidewalk cafes and store displays should be encouraged in this area.

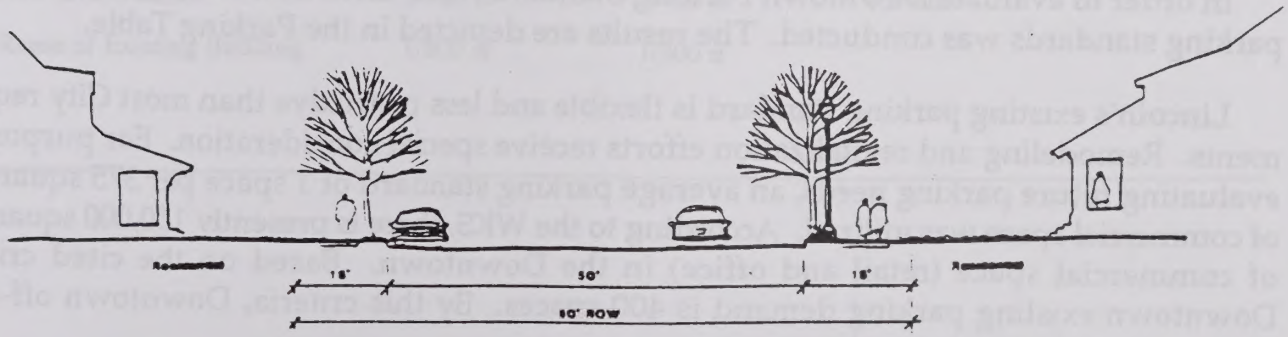


Proposed Cross Section

Downtown Commercial (District 1)

District 6 Residential Streets

The classic grid street pattern will be encouraged throughout these areas. Sidewalks need to be installed on one side of the street. The following cross section typifies the concept of the historic grid street.



Proposed Cross Section
District 6

Existing Parking Resources and Suggested Planning Criteria

Downtown parking requirements need to be more flexible and adaptable than typical off-street requirements for suburban areas. Space is at a premium and direct parking access by individual land use or property is not possible. Off-street parking must be clustered within walking distance of activity centers and on-street parking must be utilized for visitors and customers only. A physical parking inventory and count was conducted in August of 1991. Figure 14 illustrates existing parking facilities and the survey area. The following inventory was the result of this field review:

Table Three: Parking Count

Location	Spaces
5 Off-Street Parking Lots	385 spaces
Diagonal On-Street Parking	124 spaces
Parallel On-Street Parking (Est.)	125 spaces
Total Existing Parking	**634 spaces**

Source: Field Survey by RRM Design Group, October 1991

A large untapped, under-utilized parking area exists on the alleyways. Alleyways in Downtown should be developed with pocket parking at secondary/rear store entrances. In addition, potential sites are available in Downtown for development of new off-street parking lots.

In order to evaluate Downtown Parking Standards and Criteria, a survey of other City's parking standards was conducted. The results are depicted in the Parking Table.

Lincoln's existing parking standard is flexible and less restrictive than most City requirements. Remodeling and revitalization efforts receive special consideration. For purposes of evaluating future parking needs, an average parking standard of 1 space per 375 square feet of commercial space was utilized. According to the WKS, there is presently 150,000 square feet of commercial space (retail and office) in the Downtown. Based on the cited criteria, Downtown existing parking demand is 400 spaces. By this criteria, Downtown off-street parking is sufficient in supply.

Future demand for the planning period doubles downtown commercial space to 250,000 square feet. Future parking demand (20 year planning horizon) then is for 670 spaces. Based upon planning criteria, there is not ample supply to accommodate future growth. There is a forecast need for a minimum of 36 spaces. An offstreet public lot of 40 to 60 spaces should be developed.

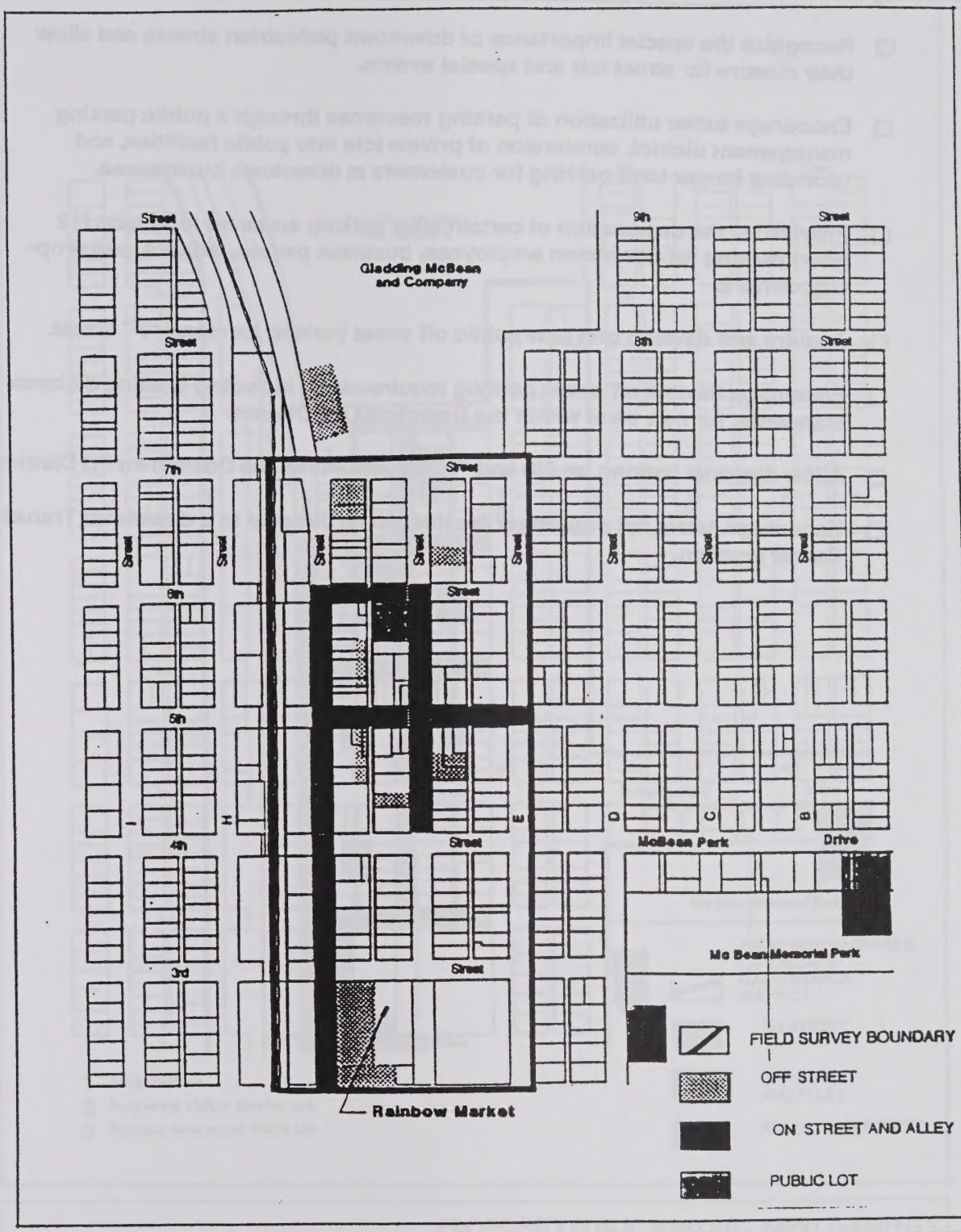
Residential parking demand would be in addition to this forecast need. At 1.5 spaces per unit, future residential parking demand would be 300 spaces. Residential parking will be satisfied in conjunction with site specific developments (such as Grey Brothers Multifamily concept) and in mixed use projects in District 1. District 1 demand is the most critical evaluation. Based on 70 units being developed in District 1, parking demand would be 105 spaces.

Table Four: Parking Standards Survey

Location	Retail	Office	Restaurant	Residential
Numbers indicate parking spaces required per square footage				
Auburn	1/400 sf	1/400 sf	2.0 unit	1/400 sf
Mountian View	1/300 sf	1/333 sf	2.0 unit	1/300 sf
San Luis Obispo	1/400 sf	1/600 sf	1.5 unit	1/150 sf
Merced	1/300 sf	1/200 sf	1.8 unit	
Modesto	1/300 sf	1/500 sf	2.0 unit	
Average	**1/340 sf**	**1/407 sf**	**1.9 unit**	**1/170 sf**
City of Lincoln				
New Construction	1/400 sf	1/400 sf	1.5 unit	
Reuse of Existing Building	1/800 sf	1/800 sf		

5.3. SUMMARY OF FINDINGS / PARKING RECOMMENDATIONS

It appears from this analysis that existing quantitative parking supply is ample for existing demand and can accommodate most of the forecast demand. There is however, a major problem with the quality of Downtown parking resources. Off-street parking is scattered between several small private lot locations. Public parking is not sufficient to meet future growth. There is need for the development of at least one new off-street, public parking lot. The development of alley parking may circumvent the need to develop a second public lot. The level of senior and low income housing in District 1 will be an important consideration in parking facilities. The advent of the Beermann Plaza lot has assisted in meeting existing off-street deficiencies. On-street parking needs to be re-striped and alley parking requires better signage. It is recommended that new public parking be located near the terminus of F Street or adjacent to the proposed Senior Center at 5th and E Streets.



EXISTING PARKING FACILITIES

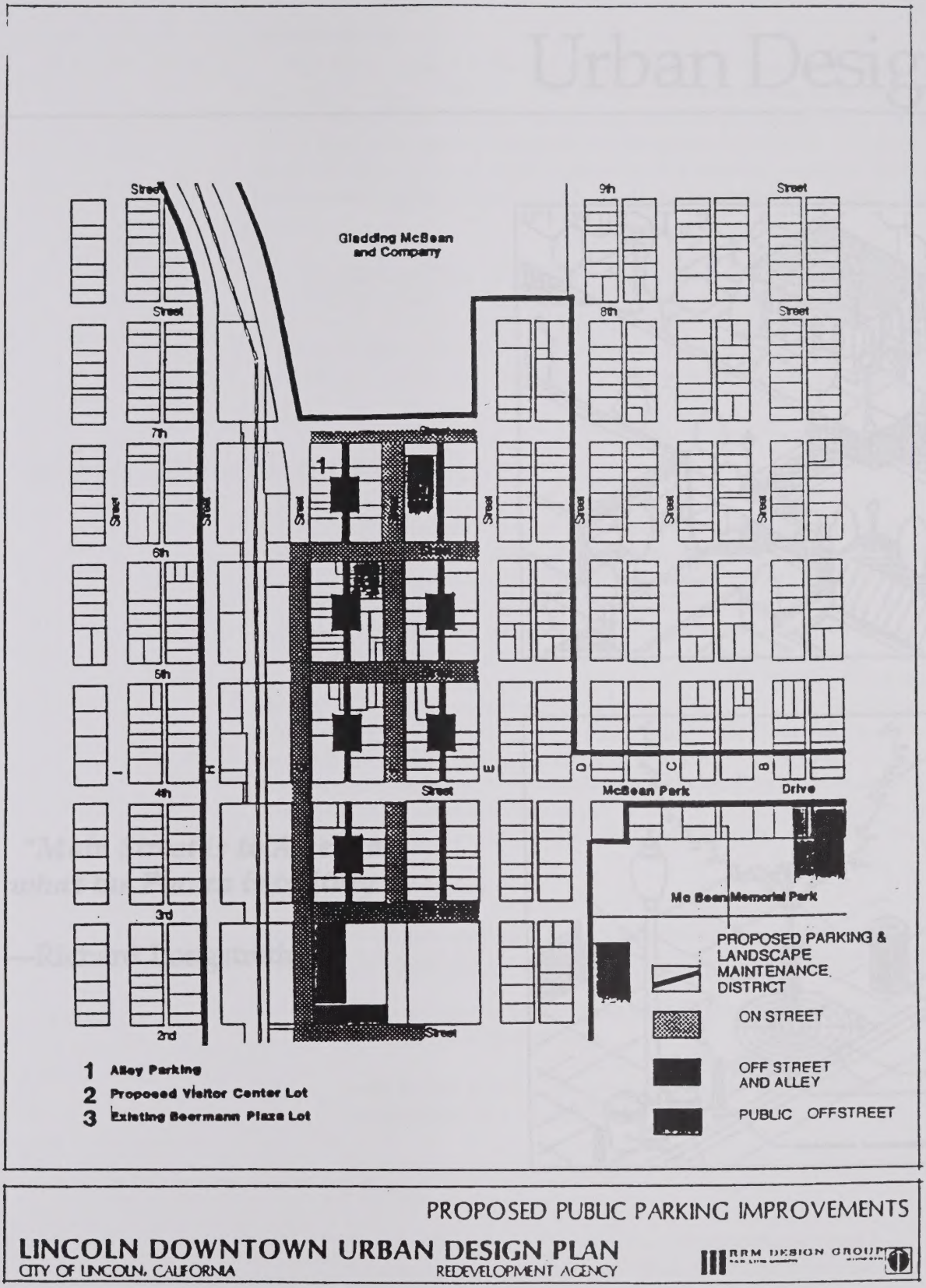
LINCOLN DOWNTOWN URBAN DESIGN PLAN
CITY OF LINCOLN, CALIFORNIA
REDEVELOPMENT AGENCY
HRM DESIGN GROUP

Figure 13

5.4. PARKING AND TRANSPORTATION POLICIES

The following are recommended parking policies for the downtown area.

- ❑ Recognize the special importance of downtown pedestrian streets and allow their closure for street fair and special events.
- ❑ Encourage better utilization of parking resources through a public parking management district, conversion of private lots into public facilities, and providing longer term parking for customers at downtown businesses.
- ❑ Provide for the designation of certain alley parking areas for long term (12 hour) parking for downtown employees, business people, tenants, and property owners.
- ❑ Acquire and develop one new public off street parking lot along "F" Street.
- ❑ Encourage flexible off street parking requirements, including walking distance standards, for new uses within the Downtown PD District.
- ❑ Allow diagonal parking on 5th and "F" Streets within the Downtown PD District.
- ❑ Encourage future rail passenger facilities to be directed to a downtown Transit Center location.



PROPOSED PUBLIC PARKING IMPROVEMENTS

LINCOLN DOWNTOWN URBAN DESIGN PLAN
CITY OF LINCOLN, CALIFORNIA
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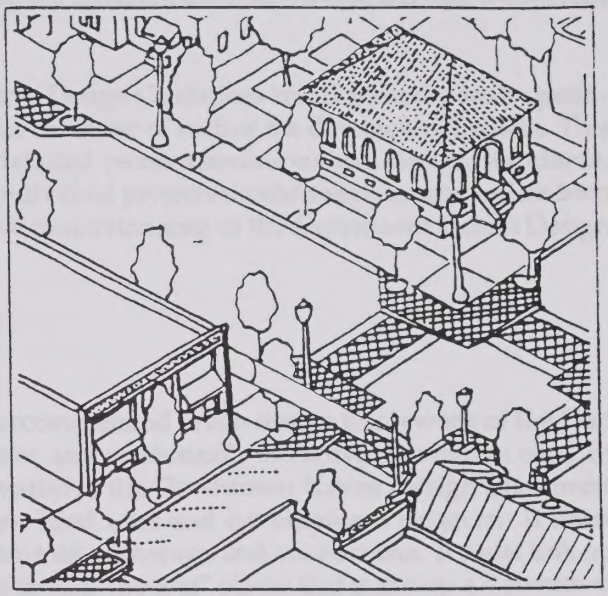
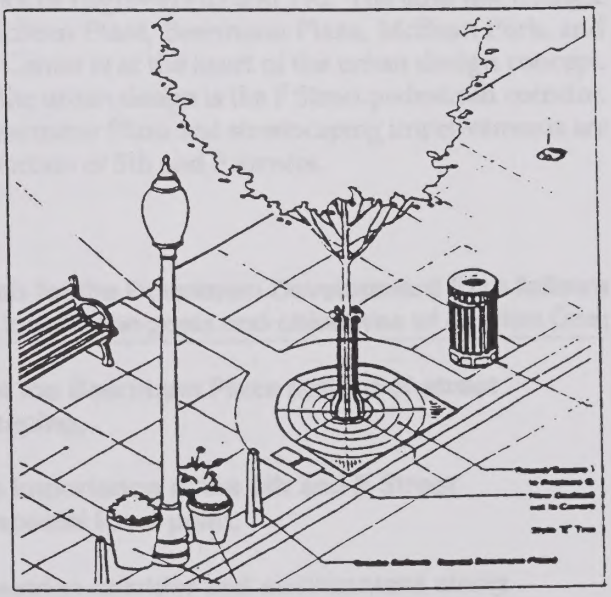
RRM DESIGN GROUP

Figure 14

6. Urban Design





"Main Street is to America what the Piazza is to Italy."

—Richard Longstreth

Downtown Urban Design Plan

6. Urban Design Framework

Introduction

The Urban Design Element provides a vision of what Lincoln's downtown area can become. This section is divided into two different parts. The first section, the Urban Design Framework, deals with streetscaping, pedestrian circulation, landscaping and gateways at a macro or overall plan level. These elements are addressed in the framework because they overlap districts and provide methods of unifying the different downtown districts into a coherent system.

The second section, District Design Guidelines and Standards, deals specifically with defining the unique character of each of the downtown districts. This section will provide very detailed recommendations and design standards. Implementation of specific individual projects should reference and utilize both sections for a comprehensive understanding of the Downtown Urban Design Plan.

6.1. URBAN DESIGN FRAMEWORK

The main thrust of the recommended urban design framework of the Plan is the creation of a vital, active, and aesthetically attractive downtown core. In order to revitalize the downtown, the Downtown Urban Design Plan must accommodate potential new land uses and development projects. It must enhance pedestrian environments, pathways, and connections. It must link up and tie together the series of special "people" places that make up a downtown environment. The basic urban form of Lincoln has been identified as the "T" shaped circulation framework of Highways 65 and 193. The land use triangle formed by the Gladding McBean Plant, Beermann Plaza, McBean Park, and Rainbow Market Shopping Center is at the heart of the urban design concept. The backbone or "spine" of the urban design is the F Street pedestrian corridor. The heart of downtown is Beermann Plaza and streetscaping improvements are suggested for the key intersection of 5th and F Streets.

Design Objectives

The urban design approach for the Downtown Development Plan follows several key objectives set forth in the goals and objectives of Section One:

- ❑ **Re-enforcement of the Beermann Plaza pattern of street trees and streetscaping,**
- ❑ **Articulation of the importance of the 5th and F Street intersection as a special focal point,**
- ❑ **Creation of a pedestrian corridor and environment along F Street,**
- ❑ **Recognition of the four blocks surrounding 5th and F Streets as "ceremonial" streets to be utilized for public events and street festivals,**

- Integration of new activity nodes such as the Civic Center, the Gladding-McBean Visitors Center, and a future Downtown Transit Center,
- Recognition of a rural, agrarian style of landscaping and architecture along State Highways entering the downtown,
- Creation of a transition style of parkway streetscaping along feeder streets such as McBean Park Drive, 3rd Street, 5th Street, sections of G Street, and a two block section of E Street,
- Development and expansion of the formal historic district streetscaping established in Old Town,
- Introduction of mini-plazas and historic markers at select locations, and
- Introduction of a master street tree plan with new street tree species and varieties in the residential districts in order to make the street tree system more disease resistant.

6.2. LAND USE AND DISTRICT CONCEPTS

As previously described in the Land Use Element, the Downtown Urban Design Plan has been organized into land use districts. The districting concept guides land use patterns and makes distinctions in urban form, development standards, and design parameters. In addition to district design guidelines, this Plan also addresses vacant developable sites and recommends potential land development projects. These potential development projects are illustrated by the Urban Design Illustrative (perspective drawing) and the Urban Design Development Plan (plan drawing). In order to provide consistency and reaffirm the land use policies of Chapter 4, the following summary of the district concept is restated here:

DISTRICTING CONCEPT

Walking through Lincoln, it becomes evident that different areas possess different characteristics and uses. For example the historic commercial buildings on 5th Street have a strong "mainstreet commercial" character. The area around Rainbow Market on Highway 65 has an auto oriented, strip commercial character typical of suburban development. Surrounding these two distinct commercial areas are established residential neighborhoods with pleasant, tree lined streets and attractive older homes.

In an effort to tie together the best of each of the district characteristics, the downtown study area has been divided into six distinct districts with different standards to maintain and emphasize the desirable characteristics of these districts while preserving Lincoln's "small town" image. Each district will have a unique character and fulfill a different land use objective. Common design

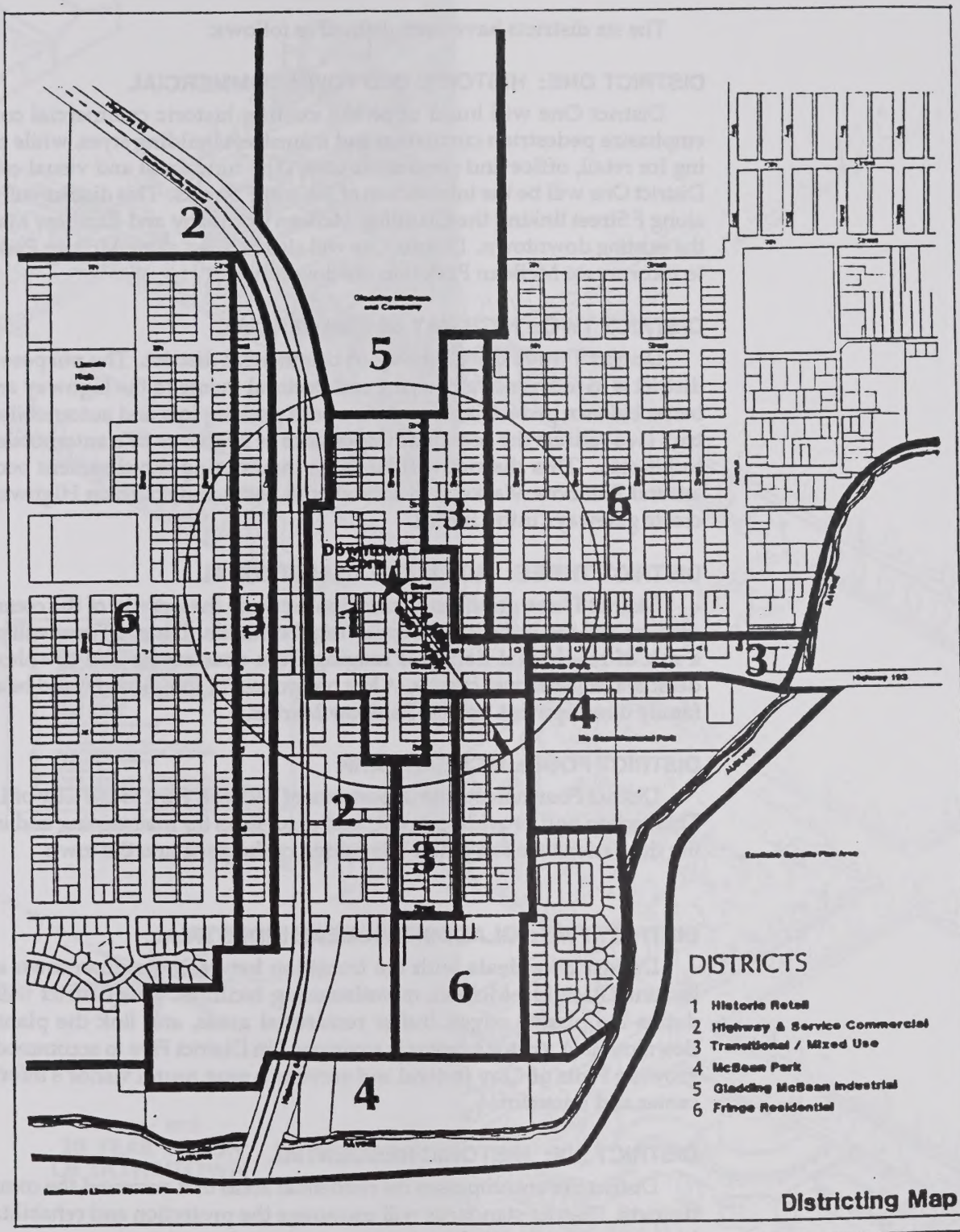

DISTRICTS
1 Historic Retail
2 Highway & Service Commercial
3 Transitional / Mixed Use
4 McBean Park
5 Gladding McBean Industrial
6 Fringe Residential
Districting Map
LINCOLN DOWNTOWN URBAN DESIGN PLAN
CITY OF LINCOLN, CALIFORNIA
REDEVELOPMENT AGENCY
RRM DESIGN GROUP

Figure 15

elements will tie the six districts together resulting in an interesting and functional downtown core for Lincoln.

The six districts have been defined as follows:

DISTRICT ONE: HISTORIC OLD TOWN COMMERCIAL

District One will build upon the existing historic commercial core and emphasize pedestrian circulation and mainstreet building styes, while providing for retail, office and residential uses. The functional and visual center of District One will be the intersection of 5th and F Streets. This district will stretch along F Street linking the Gladding-McBean Company and Rainbow Market to the existing downtown. District One will also run east along McBean Park Drive to incorporate McBean Park into the downtown.

DISTRICT TWO: HIGHWAY 65 COMMERCIAL

District Two is the Highway 65 commercial district. The purpose of this district is to introduce a unifying architectural theme to the highway area and better balance pedestrian circulation with parking lots and automobiles. District Two reflects the economic importance of Highway 65's automobile traffic to Lincoln. This district will build on the existing development occurring around Rainbow Market and extend both north and south on Highway 65 to create gateways into Lincoln.

DISTRICT THREE: MIXED USE TRANSITIONAL

District Three provides a transition between the activity of the commercial districts and the historic residential neighborhoods. District Three will provide a mix of residential densities ranging from apartments and townhomes to detached single family homes. A key component of this district could be a multi-family development behind Rainbow Market.

DISTRICT FOUR: MCBEAN PARK

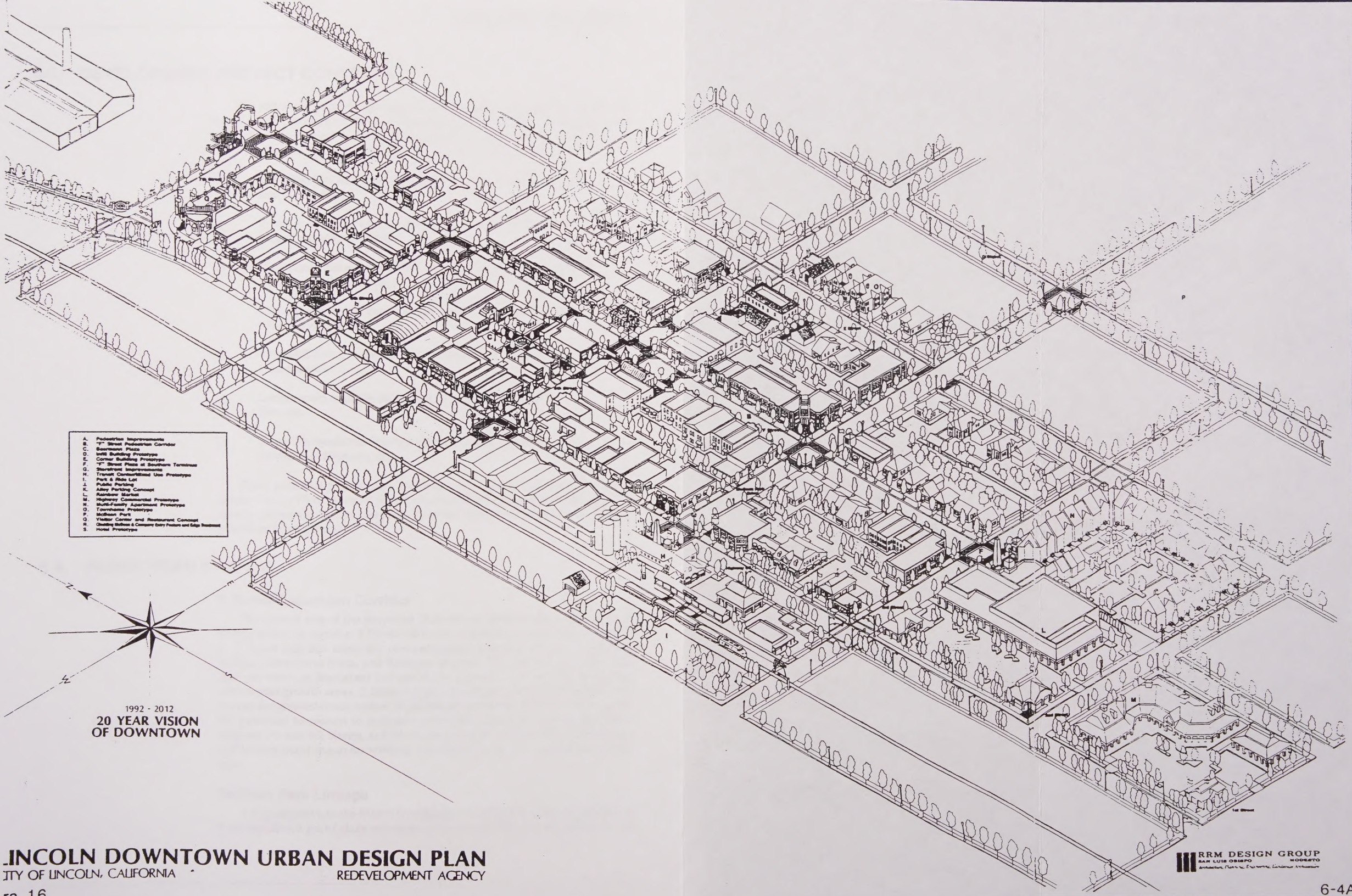
District Four reflects the importance of McBean Park to the City of Lincoln. This section will provide concepts and guidelines for maintaining and improving the park as well as better integration of the park into the town.

DISTRICT FIVE: GLADDING MCBEAN INDUSTRIAL

District Five deals with the transition between the downtown and the historic Gladding-McBean manufacturing facilities. The district will better define the plant's edges, buffer residential areas, and link the plant to the downtown. A visitor's center is envisioned in District Five to accommodate the growing Feats of Clay festival and serve as a year round visitor's information center and museum.

DISTRICT SIX: HISTORIC RESIDENTIAL

District Six encompasses the residential areas that surround the commercial districts. District standards will encourage the protection and rehabilitation of historic residences while upgrading residential streetscaping.



LINCOLN DOWNTOWN URBAN DESIGN PLAN

CITY OF LINCOLN, CALIFORNIA — REDEVELOPMENT AGENCY

RRM DESIGN GROUP
SAN LUIS OBISPO — MODESTO

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6.3. DEVELOPMENT PROJECT CONCEPTS

The following projects are suggested as feasible development proposals based upon Lincoln's economic development studies, citizen and consumer surveys, and physical location characteristics. These project concepts are illustrated in the Plan text and the Urban Design Development Plan.

- ❑ **Gladding McBean Visitors Center, in the vicinity of 7th, F and G Streets.**
- ❑ **Small scale hotel or downtown inn, in the vicinity of 7th Street and Highway 65.**
- ❑ **Downtown mixed-use in-fill project, in the vicinity of 6th Street and Highway 65.**
- ❑ **Library and Social Service Offices, in the vicinity of 5th Street and E Street.**
- ❑ **Transit Center, in the vicinity McBean Park Drive and Highway 65.**
- ❑ **Large scale multi-family in the vicinity of 3rd and F Streets.**
- ❑ **Auto Convenience Service Center, in the vicinity of 2nd Street and Highway 65.**

These potential projects and locations are suggested for the Downtown Urban Design Plan. Most of these projects could be accommodated at other nearby properties or could be part of private sector revitalization of existing parcels or block groups.

6.4. PEDESTRIAN SYSTEM

F Street Pedestrian Corridor

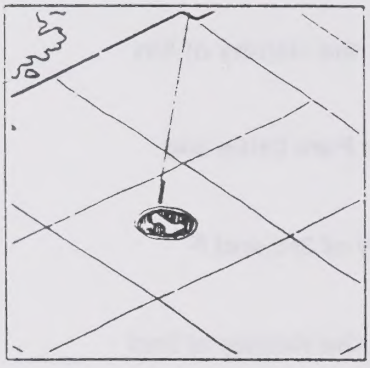
The central axis of the proposed Downtown Urban Design Plan is the F Street pedestrian corridor. F Street will be developed as the key street of District 1. F Street will link three key concentrations of public activity: Gladding McBean, Beermann Plaza, and Rainbow Market. This powerful north-south axis provides an important linkage at the historic core and the emerging commercial growth areas. F Street will give priority to the pedestrian and will receive the greatest concentration of pedestrian amenities. F Street will be given the potential to concert to exclusive pedestrian usage by closing the block between 5th and 6th Streets, and 5th Street and McBean Park Drive. Sidewalks will be important spaces for walking, merchandise display, and public gatherings.

McBean Park Linkage

A key objective to the Plan is the linkage of McBean Park and Old Town. Two significant park/plaza resources are separated by a residential area. In

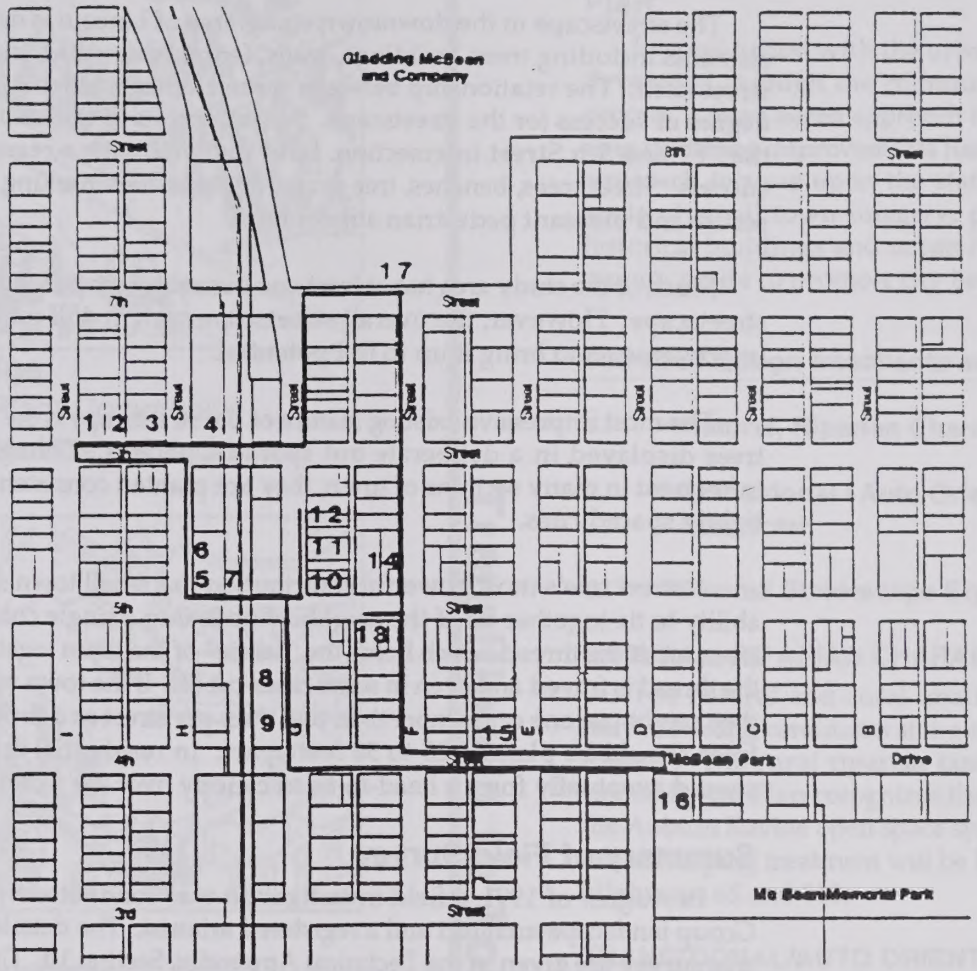
order to bridge this zone and effectively link McBean Park in with the commercial core, a system of interlocking public spaces is needed. This interlocking public space approach will be a key design method for achieving McBean Park physical linkage. The pathway selected for this system follows feasible windows of access in a staged series of public spaces that are inter-tied by pedestrian walkways. Beermann Plaza is the first link in the network. The articulation of the intersection of 5th and F Streets is the second stage. The next step occurs with enhancement and upgrading of the parking lot between F and E Streets. When the existing police facility is removed, a pedestrian walkway could provide the next connection to E Street.

Final pedestrian linkage will be accomplished along two major streets, McBean Park Drive and 3rd Street. Crosswalk enhancements along F Street will bridge the traffic barrier at McBean Park Drive. Improvements and tree plantings along McBean Park Drive and 3rd Street will tie F Street to McBean Park. At this juncture, the system would terminate in a Terra Cotta Plaza at the northwest corner of McBean Park. If the Terra Cotta Plaza concept is abandoned, other plaza concepts such as a Rose Garden, fountain or band-stand element could provide a terminating landmark.



History Walk and Landmarks

At present, a public landmark is located at the Gladding McBean gate. A reciprocating and balancing landmark should be provided at the southerly F Street terminus. A formal History Walk should be developed with special route markings inlaid in sidewalk improvements. The key buildings along the walk could be marked by plaques, statues or other public art. The route of the existing History Walk is illustrated by Figure 18.



1. Methodist Church - 1890.(6th & I)
2. Old Maryford Home - 1888.
3. Old Mariner House - built as a warehouse on R.R. Moved to I St. 1893. Served as first Lincoln High School 1907-1910.
4. Lincoln Cannery - 1895. Some buildings remain. Used by high school as a gym later. Across from Mariner House.
5. Evert's Stone Store - erected in Virginia-town in 1850's by P. Everts. Moved to Lincoln 1886 by I. Meyer. (5th & H).
6. 4 Brick Homes - erected as a store in Gold Hill in 1860 by T. Ross. Bricks brought to Lincoln for 4 homes in 1886 by I. Meyer.
7. Central California R.R. - 1861. End of line from Sacto. Stagecoach connection to & from all points N, E, & W. Depot was on 5th, just east of tracks.
8. Butterfield Store - 1883. Date marks Lincoln worst fire. (See north side 5th & G).
9. Twin Warehouses - 1880's. Built by George Aldrich. Became Jensen's in 1894. Brick warehouse, 1883.
10. Ziegenbein Bldg.- 1862-63. Oldest standing building in town. Originally general store, then library, P.O. First Bank was once in this bldg.; later Fleming and Hemphill.
11. Zamada Bldg. - 1860's. Originally Good Templar's Hall. School here 1860's, then Granger Hall. Stores and first phone company in 1893. (Brick)
12. Lincoln Hotel Bldg - 1883. Fire of 1883 destroyed 4 old hotels. Now Lincoln Inn Bldg. Bldg. burned and rebuilt 1896.
13. IOOF Bldg. - 1864.
14. Store Bldg. - by Gladding McBean 1892.
15. Old Brick Church Bell - 400 lb. bell cast in 1879 for church (6th & K).
16. Old Hemphill Home - 1887. Bricks fired in Lincoln. (4th & D).
17. Gladding McBean - most of the buildings date circa 1898-1900. (7th & G).

HISTORIC WALK ROUTE

HISTORIC WALK

LINCOLN DOWNTOWN URBAN DESIGN PLAN
CITY OF LINCOLN, CALIFORNIA
REDEVELOPMENT AGENCY

RRM DESIGN GROUP

Figure 17

6.5. LANDSCAPE AND STREETSCAPE SYSTEM

Existing Conditions

The streetscape in the downtown study area of Lincoln is defined by many elements including trees, buildings, walls, fences, sidewalks, furniture and the street itself. The relationship between these elements is what determines the degree of success for the streetscape. Some sections of the study area, such as the "F" and 5th Street intersection, have evolved with a reasonable level of success. Street trees, benches, tree grates and on-street parking contribute to a secure and pleasant pedestrian atmosphere.

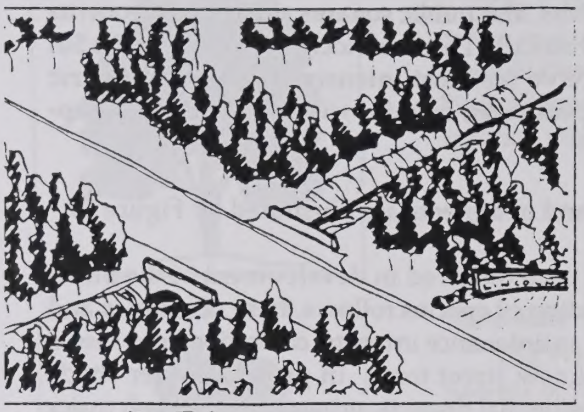
Much of the study area has at least one desirable component of a small town streetscape. However, the overall streetscape system will require significant improvements to bring it up to full potential.

The most impressive existing feature of the streetscape is the canopy of large trees displayed in a deliberate but sporadic pattern. Though the trees are infrequent in many sections of town, they are planted consistently in groups of tightly spaced cues.

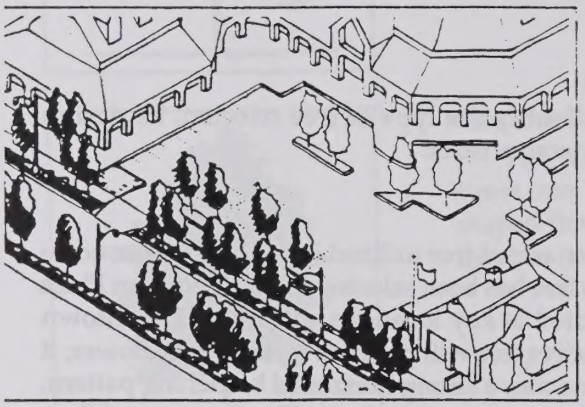
A street tree's most powerful contribution to a small town street scene is its ability to tie together all of the neighborhoods into a single cohesive unit. The trees act as the thread which holds the "fabric" of the town together. In Lincoln, the thread is frayed and even in some cases cut off. If the town were to start over, they might use one or no more than two trees per street as a theme. The selected trees should be planted 25 to 50 feet apart. In residential areas, street trees should eventually form a head-to-head canopy over the streets.

Summary of Field Survey

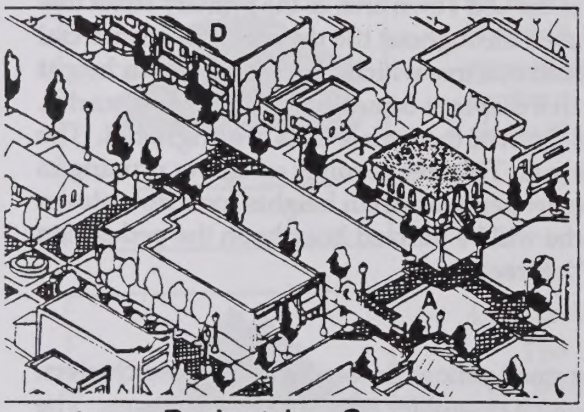
In August of 1991, a field investigation was conducted by a RRM Design Group landscape architect and a registered arborist. The detailed results of that tree survey are given in the Technical Appendix, Section 10. The survey results indicate a need for a greater variety of tree types in residential areas. The use of the Chinese Pistache has been positive and its use in the downtown should be expanded. Many tree types have become disease prone and have been recommended for discontinuance (Modesto Ash, Dutch Elms, Camphors, and Fruitless Mulberry). In general, the City needs to identify suitable replacement trees and develop a more formal design program to guide the use to street tree species.



ommunity Edge
ural/Riparian Plant Community
ırge, dense stands of tree and shrubs



ighway 65
ransitional Landscape
lustered Trees, turf berms, landscape setbacks



owntown Pedestrian Core
ormal Streetscape
egular spacing of smaller street trees, minimal
se of shrubs and turf. empathsis on hardscape
ıd street furniture

Transition in to Town

Street Tree and Streetscape Master Plan

In conjunction with the urban design goals developed through the community workshop process, a three tiered approach for master planning landscape improvements has emerged. This approach focuses upon the stated community goals of small town imagery, preservation of historical buildings and urban form, and community desire to promote city beautification.

The three design treatments are as follows:

1. **Natural, Riparian Character**
2. **Transitional / Auto Oriented Character**
3. **Formal Streetscape Style**

NATURAL, RIPARIAN CHARACTER

The natural and rural treatment strives to mirror existing conditions at the edge of the community. The rural riparian landscaping envisioned by the Plan recognizes the importance of the Auburn Ravine open space system. This type of landscaping treatment will be located on State Highways 65 and 193.

TRANSITIONAL/AUTO ORIENTED CHARACTER

Transitional landscape treatment responds to the auto orientation of District 2 and District 3. Parkway areas separate sidewalks from travel lanes in these two districts. Transitional landscaping will provide a gradual reduction in the riparian elements of the community edge and begin to present a more suburban commercial landscape form. Transitional landscaping will utilize low shrubs, grassy berms, and tree clusters. Transitional parkways will allow occasional curbs and irregular tree plantings.

FORMAL STREETSCAPE STYLE

The formal streetscape of the downtown historic core, District 1, will be highly structured and provide a rigorous geometric pattern of street tree plantings. Sidewalks will be opened with tree wells and grates to accommodate the street tree system. Formal street scenes will be articulated with pedestrian pavers, bulb-outs, and deco-

igure 18

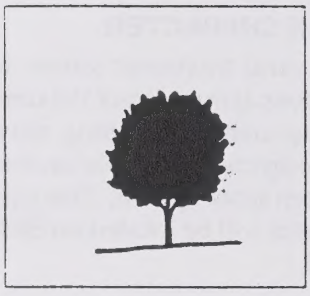
rative bandings. All of these elements will be orchestrated within a formal streetscaping plan to respond to downtown urban forms. Pedestrian orientation, close interaction with storefronts, and public squares are key components of the Formal Streetscape style of District 1. The four blocks surrounding the 5th and F Street intersection will receive the most intensive level of geometric streetscaping. The entire F Street pedestrian corridor will reflect this landscaping style.

The three landscaping styles and treatments are illustrated by Figure 19.

These design objectives have been followed in development of the Street Tree Master Plan, Figure20. Selection of species follows these objectives and makes distinction in size, canopy, maintenance impacts, coloration, and visual image created by introduction of new street trees. In general, larger shade producing species are located in residential districts, urban edges, and on major parkways. Medium sized street trees are located along transition and feeder street. Smaller more formal trees are directed to the commercial core areas and public plazas. Color accent species are placed at strategic activity nodes and gateways.

STREET TREE DESCRIPTIONS

The following descriptions identify the type of tree selected, its design function, and general botanical characteristics:

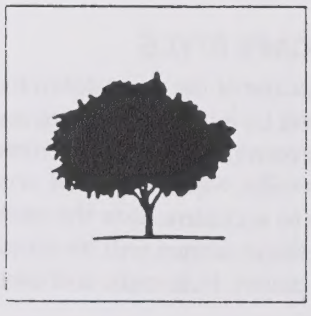


Ornamental Pear (Pyrus Calleryana)

The Ornamental Pear is a color accent tree utilized in focused and concentrated planting applications. This tree has been selected as the Beermann Plaza tree and therefore will be replicated at key locations within the Downtown Urban Design Scheme. This attractive tree will produce a pure white flower, it grows to 50 feet in height, and generates a strong horizontal branching pattern. This ornamental species produces a small inedible fruit. The Ornamental Pear requires full sun and only occasional watering when mature.

Chinese Pistache (Pistacia Chinensis)

This tree has been established in the Old Town area as the primary street tree of District 1. This specie will be used throughout the downtown commercial core. The Chinese Pistache is a deciduous tree which can reach 60 fee in height and 50 feet in width. This street tree displays beautiful fall foliage — scarlet, crimson, orange and yellow tones. Fruit of the female trees are bright red. The Pistache is resistant to oak root fungus. This tree requires extensive pruning in the early growth phase to raise to proper pedestrian heights for a downtown environment. The Chinese Pistache will be utilized heavily on the pedestrian corridors of F, 3rd, 5th, 6th and 7th Streets.



Golden Rain Tree (Koelreuteria)

This deciduous tree produces small yellow flowers in large loose clusters. It also produces a colorful fruit which resembles tiny Japanese lanterns. The Golden Rain tree is a slow grower, of moderate size, reaching 20-35 feet tall with a 20-35 foot canopy. Its growth pattern is open, giving only moderate shading. These characteristics give it good applications in downtown settings where storefront visibility is desirable. This street tree will be primarily used as a transition from the Chinese Pistache and will be concentrated on G and E Streets.

California Black Walnut (Juglan Hindsii)

The California Black Walnut is a large parkway tree that provides a broad crown and canopy. A drought and root resistant species, this tree will mark the major highways entering the downtown, Highways 65 and 193. At maturity, the Black Walnut will reach 60 feet in height. This tree has been selected to fulfill the agrarian edge and rural atmosphere of the over-all landscaping design concept.

White Alder (Alnus Rhombifolia)

The White Alder is a large fast growing tree, with a broad canopy reaching heights of 90 feet. This tree has been selected for use in transitional applications between the riparian edges of town and the formal downtown.

Tulip Tree (Liriodendron Tulipifera)

The tulip tree is a large, fast growing shade tree is well suited for use as a street tree. This deciduous tree has large bright green leaves and colorful tulip shaped flowers in spring. At maturity the tree may reach 60 to 80 feet. The tulip tree has been selected for use in the outlying areas of District Six.

Chinese Evergreen Elm (Ulmus Parvifolia)

The Chinese Elm is a moderate to large street tree which will also be utilized on main traffic corridors. This tree will provide a transition from the large Walnuts as parkways narrow on approaches into the downtown core. This species provides a long, arching and weeping branch system. The trees are similar in bark appearance to Sycamore trees. This tree will grow at a faster rate and with a 40 to 60 foot height range.

London Plane (Platanus Acerifolia)

The London Plane is the dominate residential tree of Lincoln. this Master Plan recognizes the important role this tree already plays in the City. District 6 will continue to be dominated by this species. This large street tree creates a large canopy and provides needed shade of Lincoln's hot summer climate. London Planes can obtain over 80 feet of height.

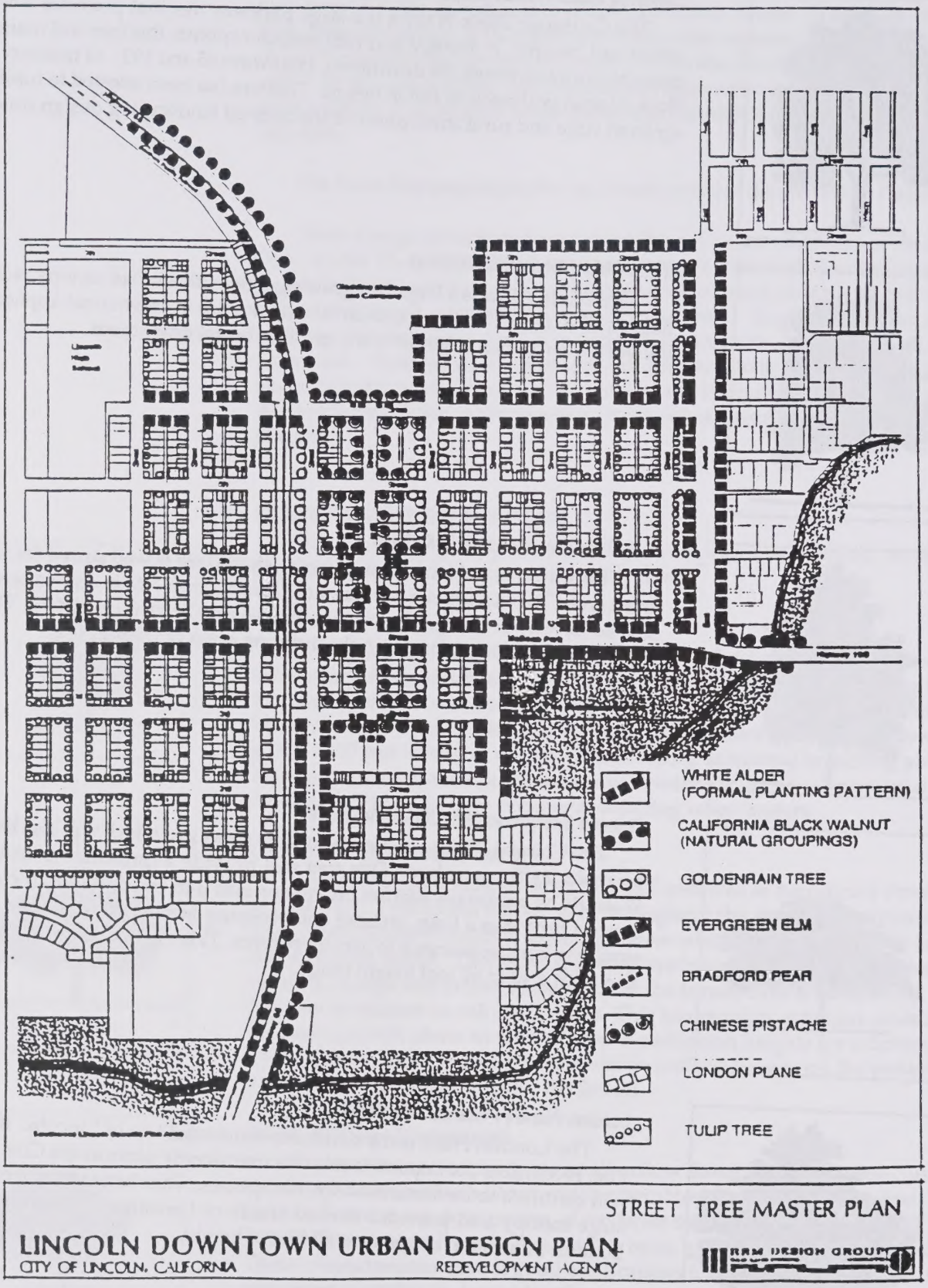

WHITE ALDER
(FORMAL PLANTING PATTERN)
CALIFORNIA BLACK WALNUT
(NATURAL GROUPINGS)
GOLDENRAIN TREE
EVERGREEN ELM
BRADFORD PEAR
CHINESE PISTACHE
LONDON PLANE
TULIP TREE
STREET TREE MASTER PLAN
LINCOLN DOWNTOWN URBAN DESIGN PLAN
CITY OF LINCOLN, CALIFORNIA
REDEVELOPMENT AGENCY
RRM DESIGN GROUP

Figure 19

6.6. GATEWAYS AND EDGE TREATMENTS

There is a need to establish at least three gateway features at key community entrance points. The gateway design will respond to the rich history and architecture of Lincoln. At present, the City has three metal signs listing community organizations located at the City limit lines along State Highway 65 and 193.

The following map indicates the recommended gateway locations listed below:

Northern:

State Route 65 in the vicinity of Gladding McBean Plant.

Eastern:

Located at Auburn Ravine and State Route 193.

Southern:

1. **At Auburn Ravine and State Route 65.**
2. **In the vicinity of future Lincoln Parkway and State Route 65.**

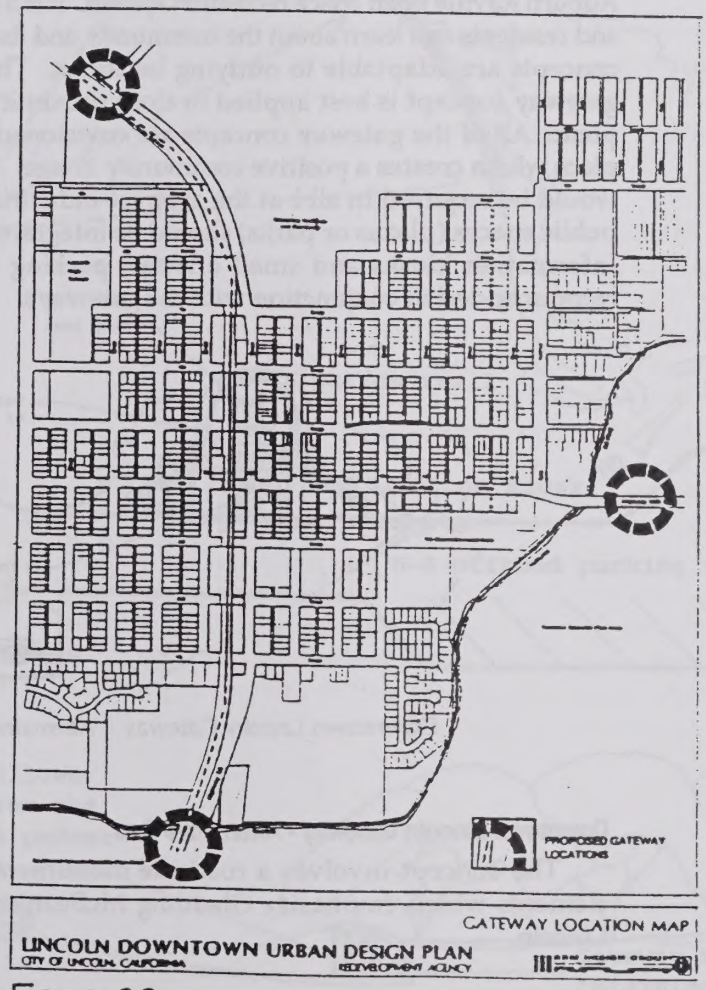


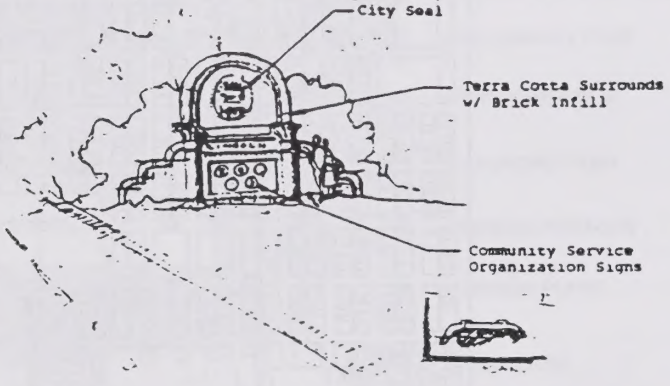
Figure 20

Gateway Design Concept

The City Gateway should address the broad array of physical, social and cultural parameters. The physical image of the City is reflected in the Gateway. The Gateway must also address history while pointing towards future community goals. According to our citizen input, Lincolnites are proud of the small town atmosphere, historic buildings, and natural features of the town. The Gateway design should respond to historic architectural forms (i.e. terra cotta) and generate an image of small town friendliness and natural open space settings. The following design concepts address these community goals.

Gateways can define a city edge or city limit. They also serve to announce arrival into key locations, districts or public places. The Downtown is an important destination and currently represents the extent of the town of Lincoln along State Routes 65 and 193. Therefore, it warrants consideration for entry statements. These downtown entry locations are identified on the accompanying map, Figure 21.

It is recommended that the downtown entrance gateways be developed in the early phases of Plan implementation. Eventually, as the City grows to the south and west, City edge or fringe area gateways will be needed. It is impossible to fix a precise location for urban edge gateways until the State Route 65 realignment route has been selected and interchange locations have been determined. The gateway concepts presented here can be modified for downtown / City edge applications. The public mural concept works best with the Auburn Ravine open space recreation system. It is a staging point where visitors and residents can learn about the community and its history. The other gateway concepts are adaptable to outlying locations. The abstract-industrial form gateway concept is best applied in close proximity to the Gladding-McBean plant. All of the gateway concepts are envisioned to be a landscaped public place which creates a positive community image. A bermed, landscaped area would be required in all but the abstract-industrial option. Where possible, public spaces (plazas or parks) should be integrated with the gateway design. Information kiosks and small offstreet parking areas (where feasible) are recommended in conjunction with the gateways.



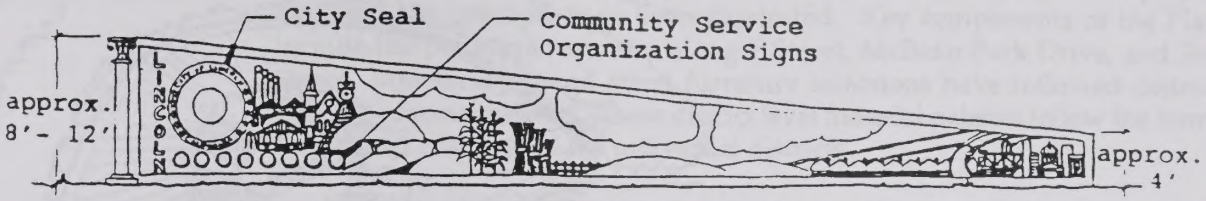
Downtown Lincoln Gateway - Alternative 2

Downtown Lincoln Gateway - Alternative One

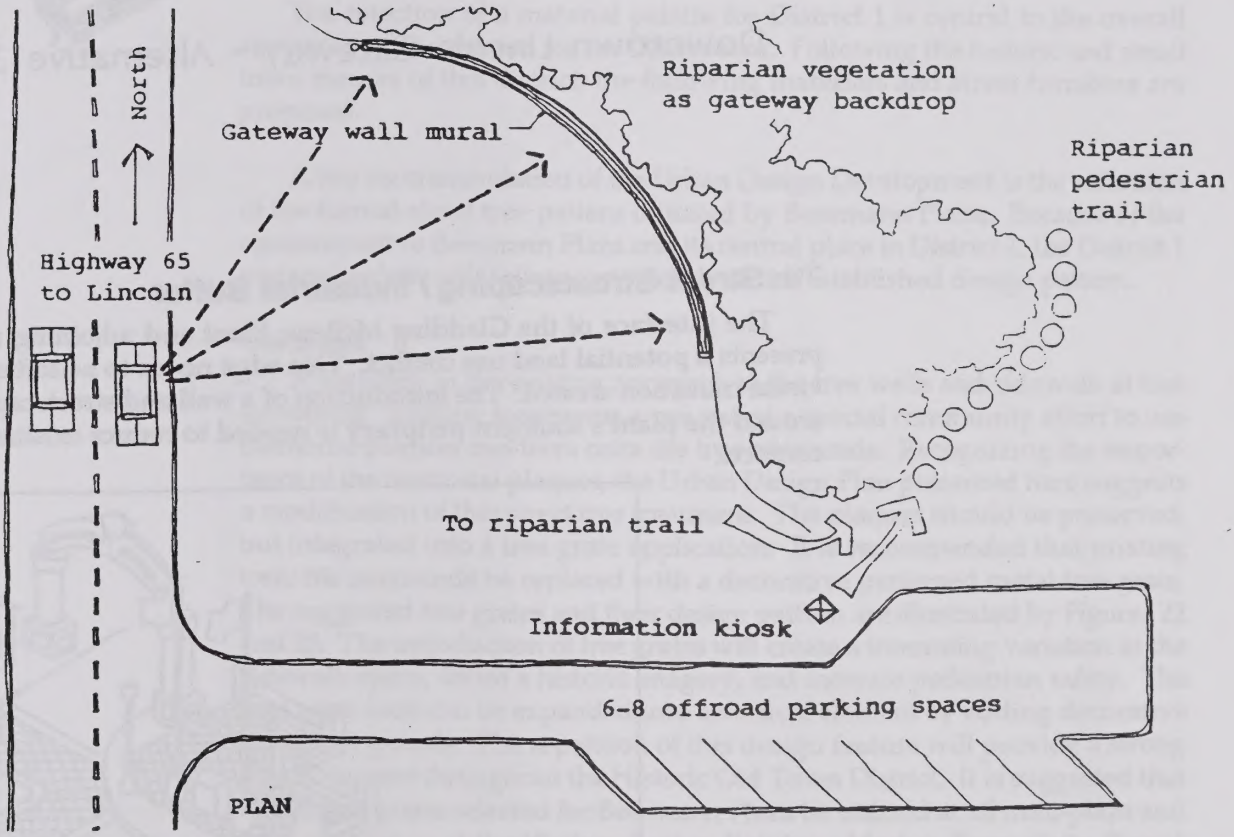
The concept involves a roadside monument that utilizes architectural elements which emphasize Gladding McBean's role in the development of Lincoln.

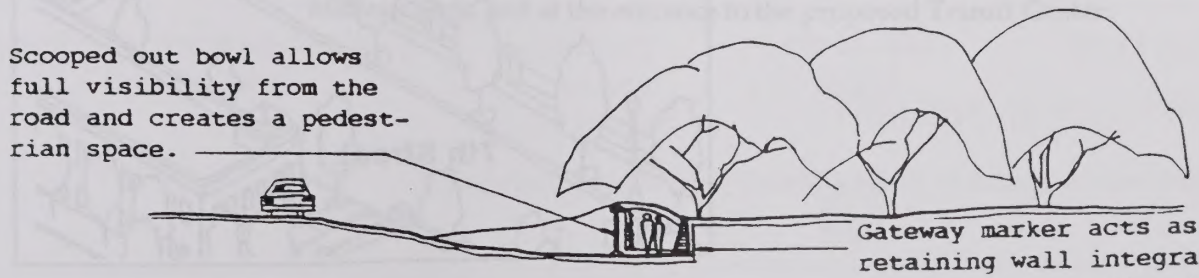
Downtown Lincoln Gateway - Alternative Two

The concept is a semi-circular wall mural of sculptured brick or some other relief material that will both serve as a city gateway marker and as a public art object that depicts the route into Lincoln.



Downtown Lincoln Gateway - Alternative 1 ELEVATION

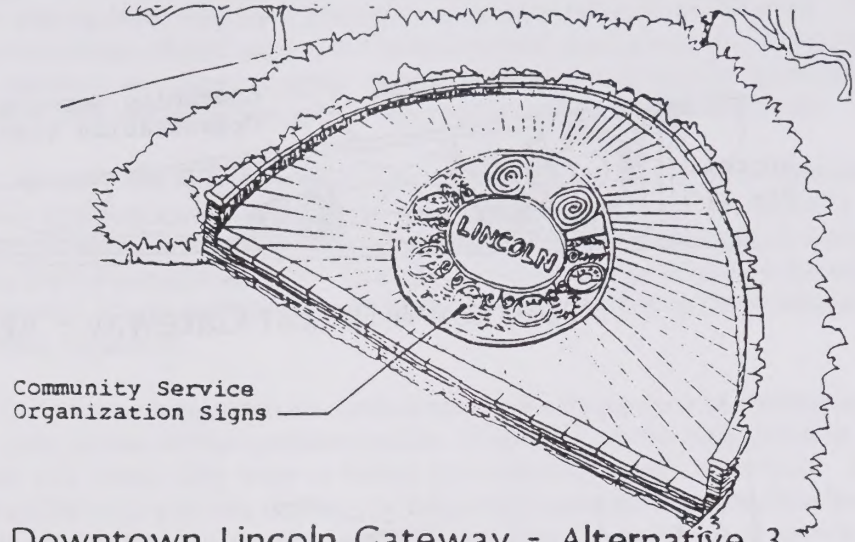




SITE SECTION

Downtown Lincoln Gateway - Alternative Three

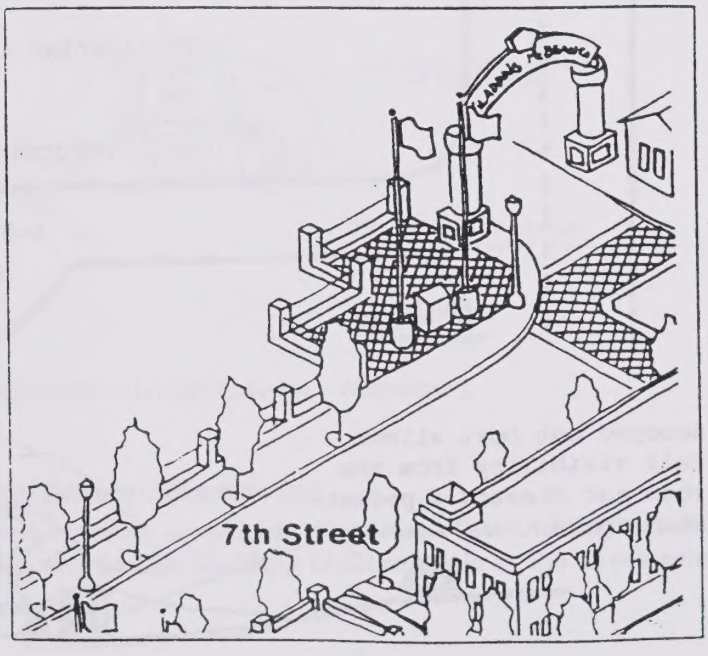
The concept is a semi-circular disc which is set into a berm. The disc is angled upwards so that it can be seen by passing motorists. As with Alternative One, a strong emphasis is placed upon the unique role that architectural terra cotta plays in the image of the city.



Downtown Lincoln Gateway - Alternative 3

7th Street Streetscaping / Industrial Buffer

The interface of the Gladding McBean Plant and adjoining residential presents a potential land use conflict. This edge needs to be softened, and a visual transition created. The introduction of a wall and streetscaping buffer around the plant's southern periphery is needed to reduce existing land use conflicts.



6.7. OVERALL DOWNTOWN URBAN DESIGN PLAN

20 Year Vision

Based upon community goals, land use and project concepts, and environmental conditions, the following Downtown Urban Design Plan is proposed. The Plan represents the twenty year vision of the downtown, and future project and land use concepts have been illustrated. Key components of the Plan include the pedestrian systems along F Street, McBean Park Drive, and 3rd Street. Streetscaping and street furniture selections have followed district oriented material palettes. These district level material palettes follow the form, theme, and character of the individual districts.

Material palettes for Districts 1 through 3 are illustrated by the sketches and plan enlargements that follow:

District Material Palettes

DISTRICT 1: MATERIAL PALETTE

The selection of a material palette for District 1 is central to the overall streetscape to be created for the Downtown. Following the historic and small town themes of this district, the following materials and street furniture are proposed.

A key recommendation of the Urban Design Development is the extension of the formal street tree pattern initiated by Beermann Plaza. Because of the commitment to Beermann Plaza and its central place in District 1, the District 1 material palette will follow very closely to the established design pattern.

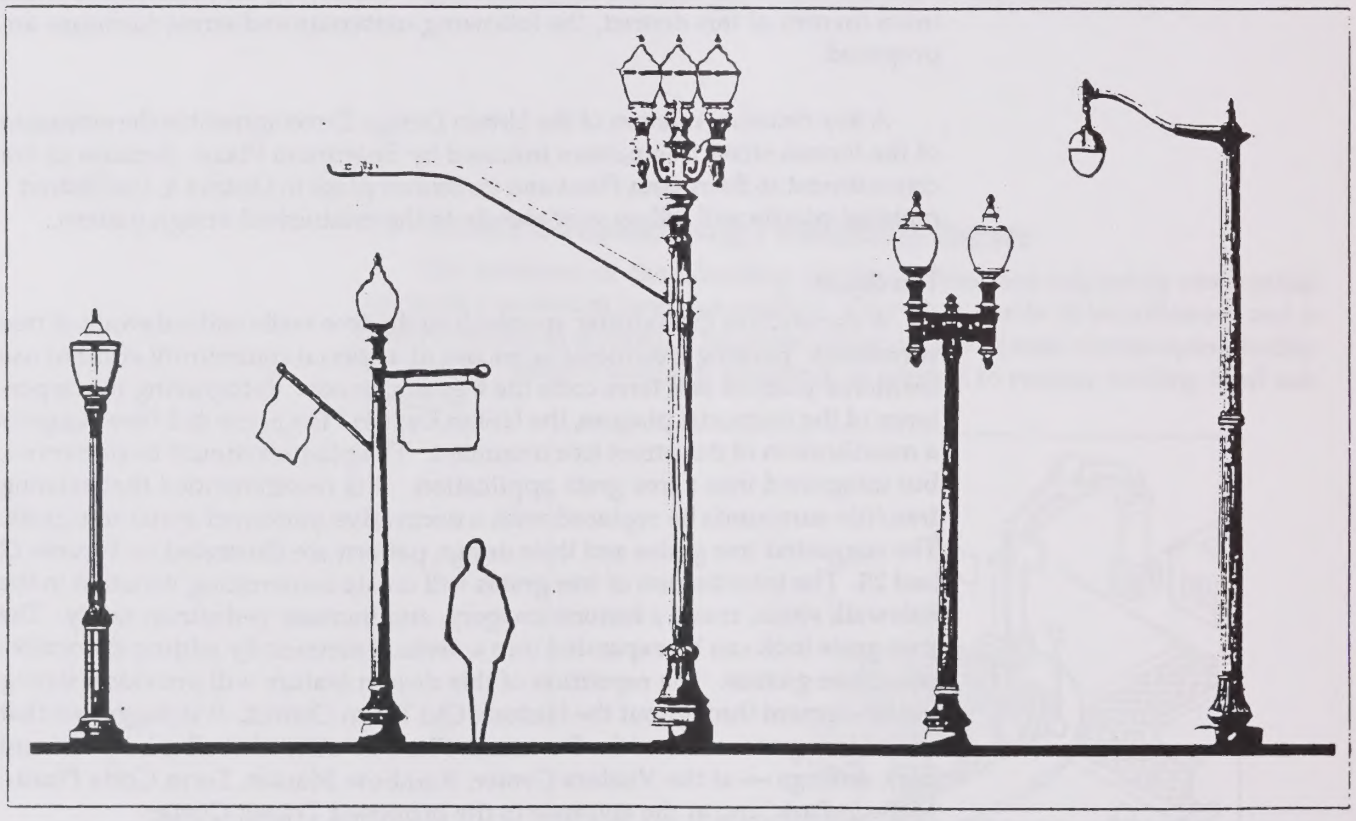
Tree Grates

A variation in the existing approach to the tree wells and sidewalk at tree surrounds. Existing treatments arose out of a special community effort to use memorial plaques and terra cotta tile tree surrounds. Recognizing the importance of the memorial plaques, the Urban Design Plan presented here suggests a modification of this street tree treatment. The plaques should be preserved, but integrated into a tree grate application. It is recommended that existing tree/tile surrounds be replaced with a decorative patterned metal tree grate. The suggested tree grates and their design pattern are illustrated by Figures 22 and 25. The introduction of tree grates will create a interesting variation in the sidewalk space, create a historic imagery, and increase pedestrian safety. The iron grate look can be expanded into a vertical element by adding decorative street tree guards. The repetition of this design feature will provide a strong visual element throughout the Historic Old Town District. It is suggested that round tree grates selected for Beermann Plaza be utilized at all mini-plaza and park settings — at the Visitors Center, Rainbow Market, Terra Cotta Plaza/ McBean Park, and at the entrance to the proposed Transit Center.

Street Lights

Street lights are also a key ingredient to achieving a historic image in the downtown. Again, the plaza lighting established in the downtown and Beermann Plaza will be closely adhered to. A pattern of lights consistent with the Downtown Integration Plan lighting system will be employed. The major variation proposed is the new light standard recommended for McBean Park Drive and Highway 65. A new decorative iron column with cast aluminum ornaments is suggested. This special avenue light pole has twin/dual luminaries which will present a striking street scene in the important linkage zone between McBean Park and the juncture of State Routes 65 and 193. The streetlight locations should follow a tight geometric balance mirroring positions along both sides of McBean Park Drive.

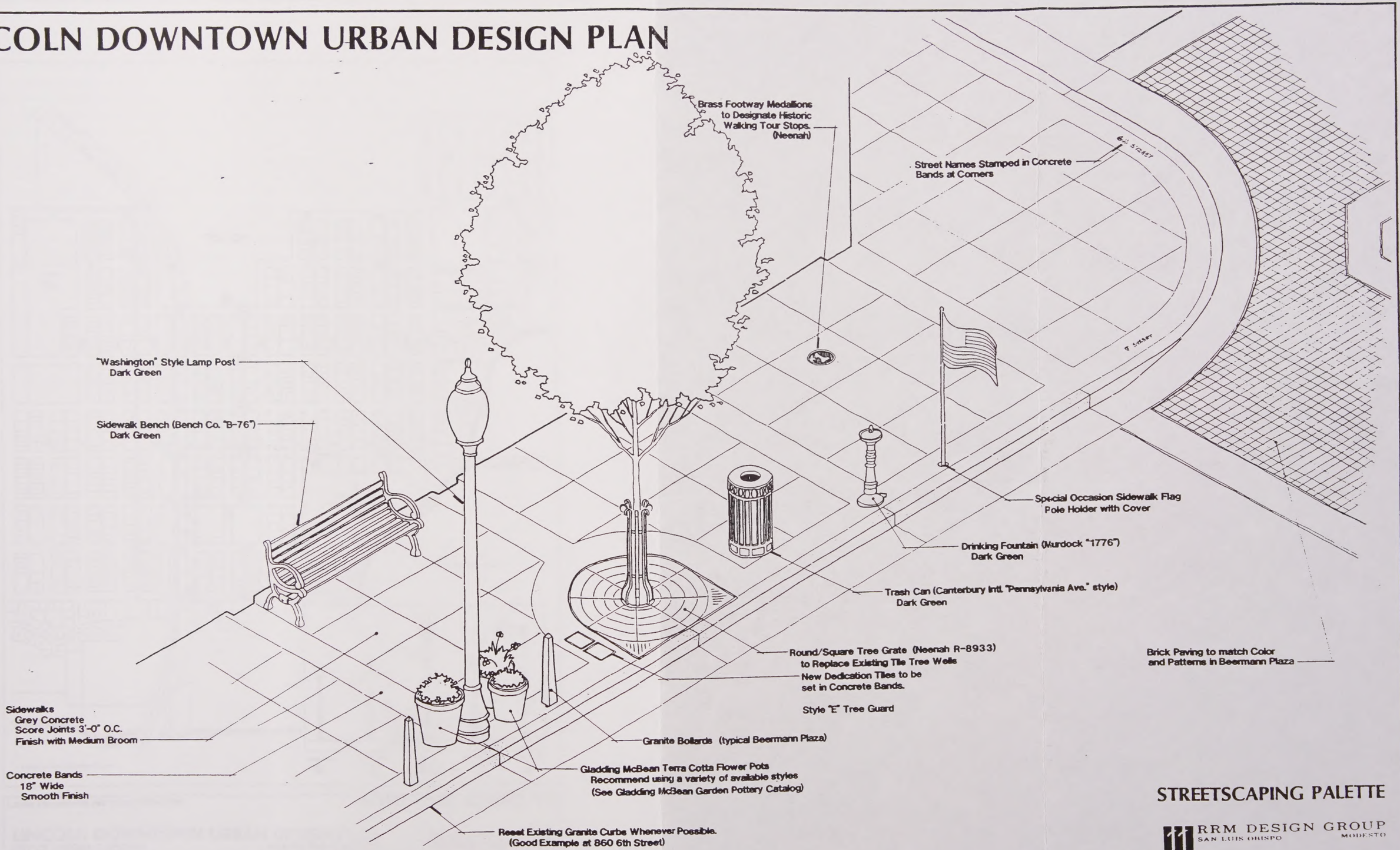
Two special situation applications of proposed streetlights — in conjunction with traffic signals and within plazas. The Beermann Plaza streetlight will be used in all plaza applications. The historic column streetlight standard will coincide with the fluting patterns and decorative base/cap features of the plaza lighting.



Plaza Light | **Old Town Light** | **Old Town Intesection Traffic Signal** | **McBean Park Drive** | **Higway 65**

Paint all lamp post dark green (per integration plan)

LINCOLN DOWNTOWN URBAN DESIGN PLAN



STREETSCAPING PALETTE

RRM DESIGN GROUP
SAN LUIS OBISPO MODESTO

6-18A

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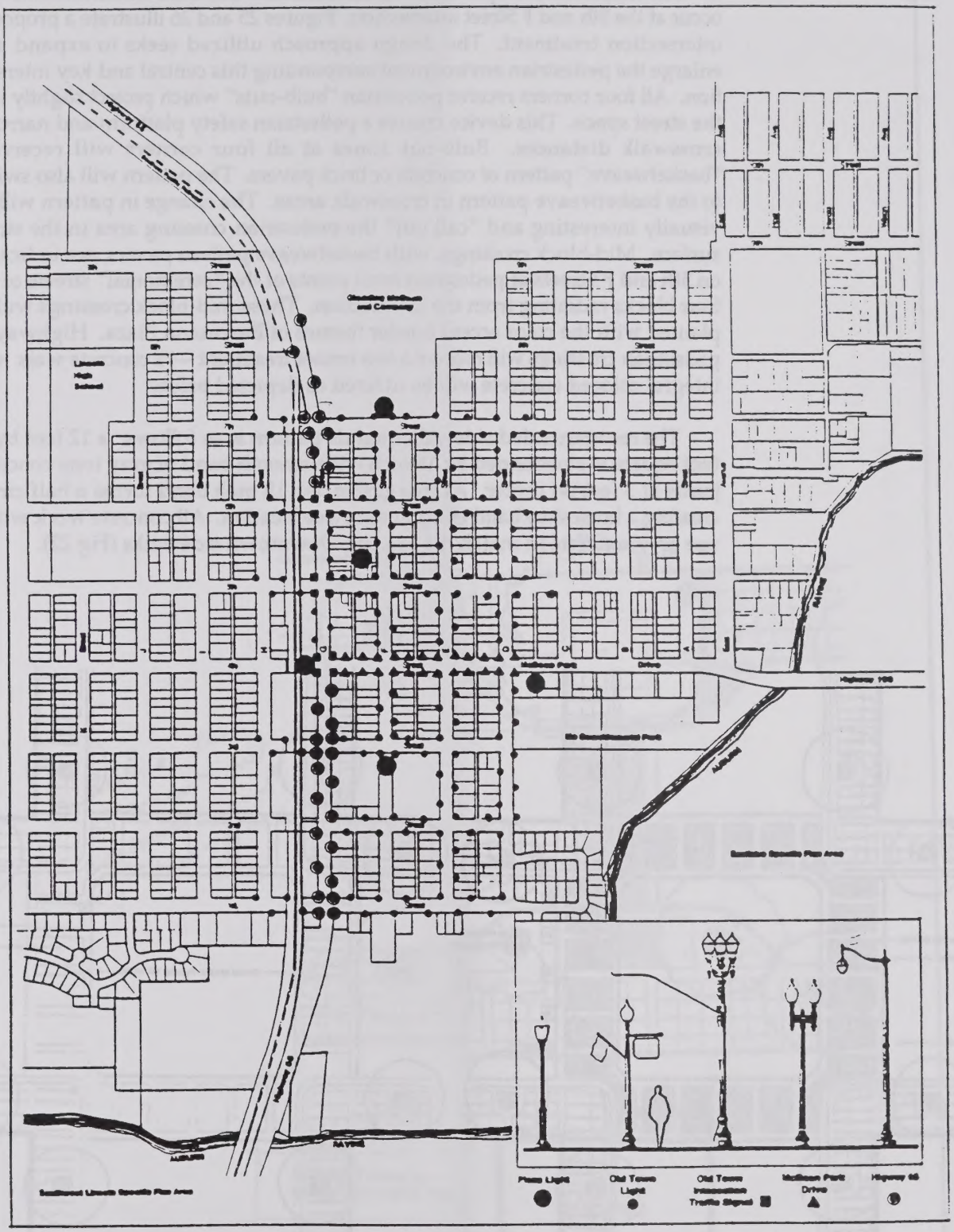


Lamp Placement per Integration Plan

MASTER STREET LIGHTING PLAN

LINCOLN DOWNTOWN URBAN DESIGN PLAN

CITY OF LINCOLN, CALIFORNIA

REDEVELOPMENT AGENCY

RRM DESIGN GROUP

Figure 22

Crosswalk and Sidewalks

The most intensive pedestrian pavement and sidewalk enhancements will occur at the 5th and F Street intersection. Figures 25 and 26 illustrate a proposed intersection treatment. The design approach utilized seeks to expand and enlarge the pedestrian environment surrounding this central and key intersection. All four corners receive pedestrian "bulb-outs" which project slightly into the street space. This device creates a pedestrian safety platform and narrows crosswalk distances. Bulb-out zones at all four corners will receive a "basketweave" pattern of concrete or brick pavers. The pattern will also switch to the basketweave pattern in crosswalk areas. The change in pattern will be visually interesting and "call out" the pedestrian crossing area in the street surface. Mid-block crossings, with basketweave pattern pavers, are indicated on 5th and F Streets at pedestrian focal points of the "ceremonial" streets of the four blocks radiating from the intersection. These mid-block crossings will be planted with the color accent border themes of Beermann Plaza. Highway 65 pedestrian crossings will receive a less ornate treatment — a concrete walk with integral colored concrete will be utilized as depicted below.

The recommended sidewalk module pattern is as follows: a 12 foot by 12 foot square is surrounded by 18 inch wide smooth band of gray tone concrete, joints at 3 feet on center. At tree grates, the 18 inch band forms a half circle, creating a horseshoe band effect at each tree location. All concrete work would use grey concrete to match the existing Downtown sidewalks (Fig 22).

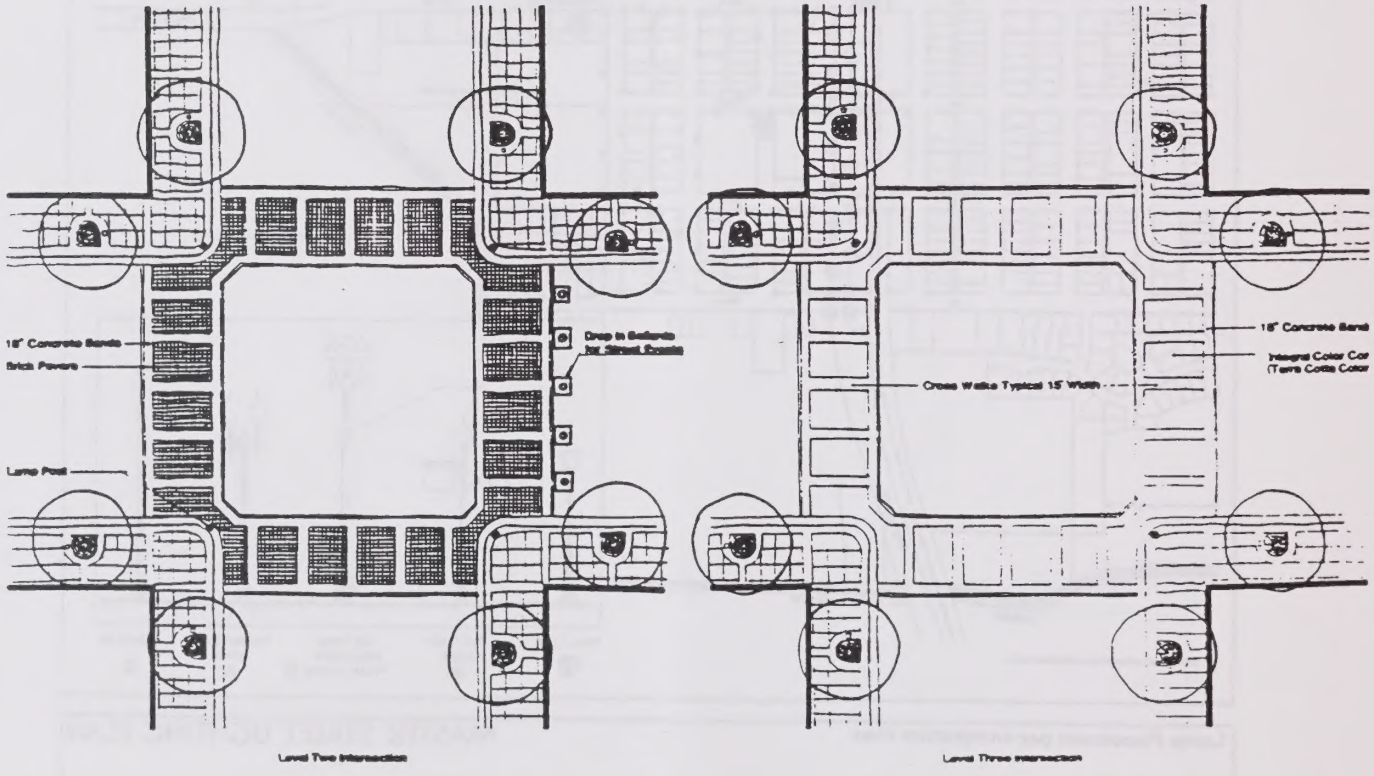
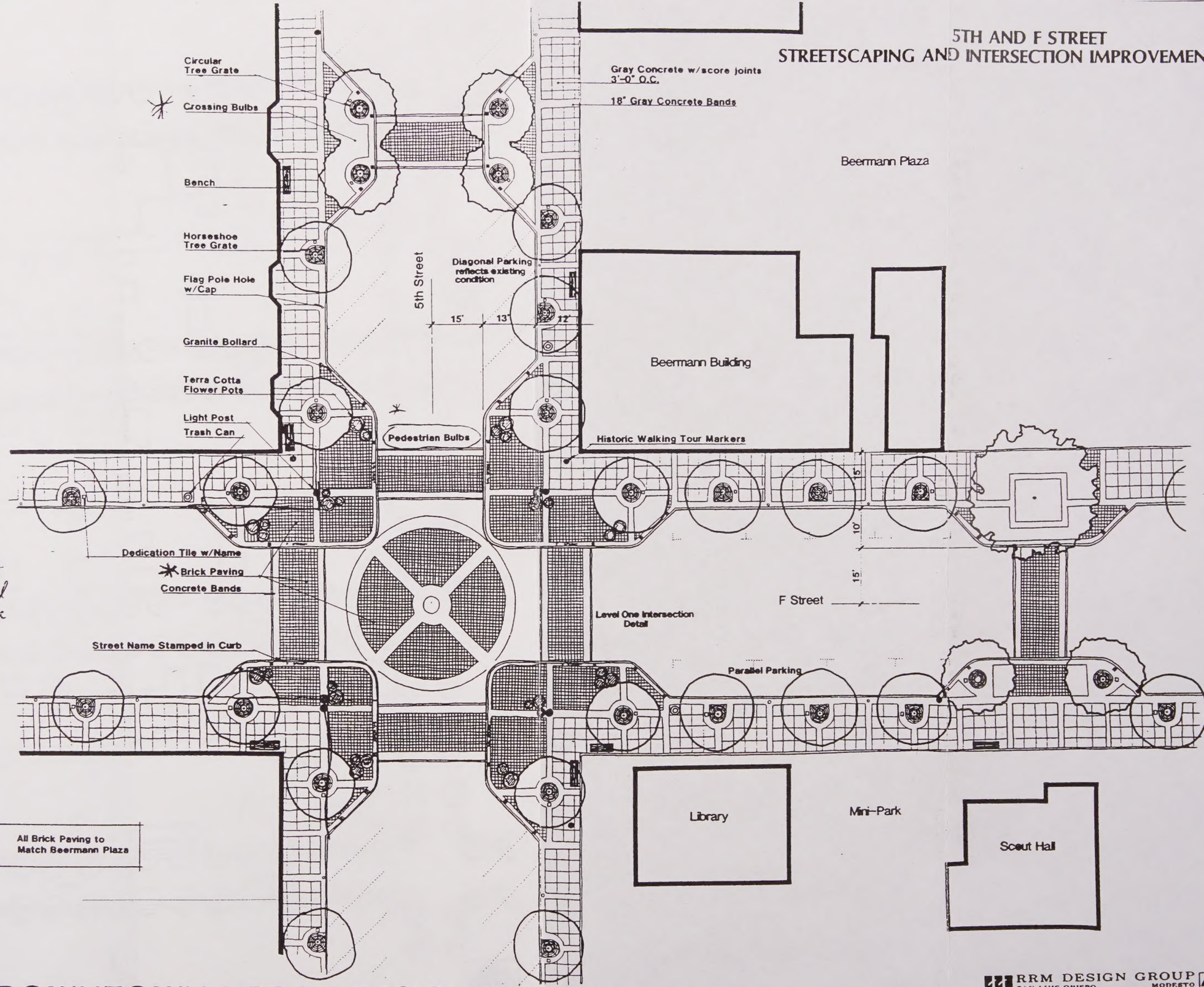


Figure 23

5TH AND F STREET
STREETSCAPING AND INTERSECTION IMPROVEMENTS

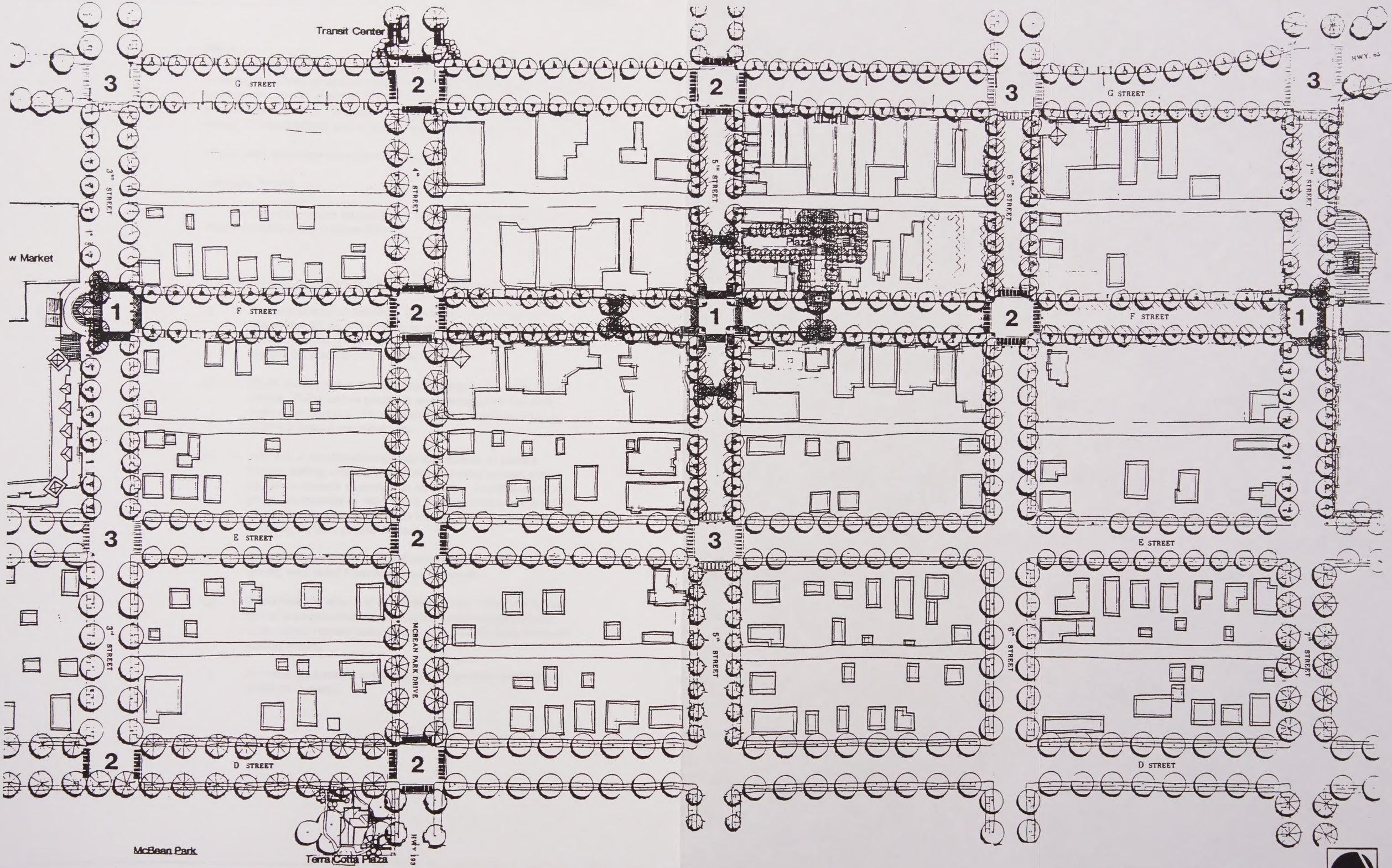


Reduce This Element Not Historical And very expensive

LINCOLN DOWNTOWN URBAN DESIGN PLAN

RRM DESIGN GROUP
SAN LUIS OBISPO MODESTO

Figure 24



imber Indicates Level of Intersection Improvement (see intersection details)

jure 25

Streetscaping Plan

6-20B

Plazas

Lincoln has begun to establish a system of plazas and mini-parks within the Downtown. These pedestrian spaces are very important to the overall downtown environment. Additional plazas in conjunction with new buildings and projects are desirable. The following guidelines are intended to assist in the design of future plazas and improvement of existing plazas.

"People tend to sit most where there are places to sit."

–William Whyte

The following design standards are based on research and studies on public places developed by William Whyte:

Recommended elements of a successful public space.

- ❑ **Provide plenty of seating. One linear foot of seating space per 30 sq. ft. of plaza is a good rule of thumb. Bench, chairs, steps, and walls (between 1'-3' high) should be considered seating space.**
- ❑ **Plaza must have a strong relationship to the activity of street. Think of the plaza as an extension of the sidewalk environment. The elevation of a plaza should be within 3 feet of the sidewalk.**
- ❑ **Provide a combination of sun and shade in plazas. Sunny sitting areas are important during winter, while shade is equally essential in summer. Deciduous trees properly planted in relation to seating areas will provide shade in summer and sun in winter. Use 6 trees per 5000 sq. ft. as a rule of thumb.**
- ❑ **Grassy areas provide additional sitting space, play areas, and relief from hardscaped areas.**
- ❑ **Food has the effect of attracting people which is essential to a successful plaza. Consider combining plazas with cafes, restaurants, coffee shops and other outdoor eating areas.**
- ❑ **Provide features to create water animation and a focal point to a plaza.**

Bollards

Bollards provide a means for punctuating key focal points and plaza entrances. They can also be utilized to close a street to automobile traffic. The ceremonial street concept of the Downtown Urban Design Plan calls for creation of a four block convertible street around the 5th and F Street intersection. Bollards will have box inlets in the street surface which will allow for short duration street closures for special events. A lighter weight metal bollard will be used in the street right of way.

Street Furniture

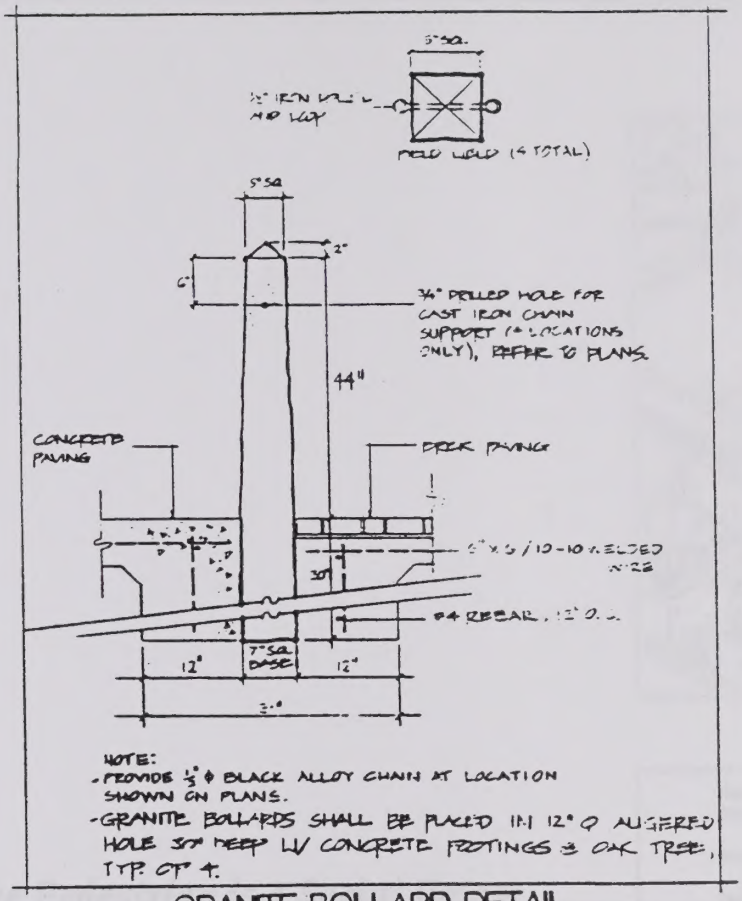
Figures 22 and 25 indicate design recommendations for fountains, bike-racks, benches, kiosks, bus shelters, flower pots and other related street furniture. These decorative and ornamental elements will be used as strategic corners and gathering points throughout the downtown core area. Outside of District 1, street furniture will only be found at plaza and park settings.

DISTRICT 2 AND 3 MATERIAL PALETTES

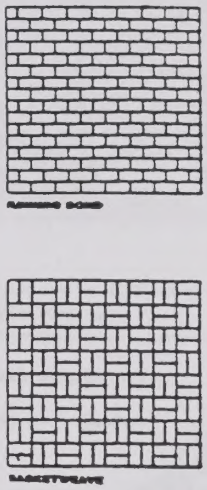
Other areas of the Downtown do not require intensive material, pavement, or lighting design treatments. Key intersections treatments will follow Figure 24 material pattern. If the Civic Center is located at McBean Park, special applications for 3rd Street, D Street and the pedestrian connection at McBean Park Drive will have to be developed. A special streetlight is suggested and illustrated by Figure 23. Tree grates will only be employed at the plaza locations suggested in the Urban Design Development Plan.

District 4, 5 and 6

These districts require "edge" landscaping and streetscaping transition treatments. The industrial buffer treatment for Gladding McBean is illustrated in the Visitor Center concept drawing, see Figure 17.



GRANITE BOLLARD DETAIL



Brick Notes

1) ALL BRICK SHALL BE H.C. MUDDOX STANDARD SIZE BRICK.

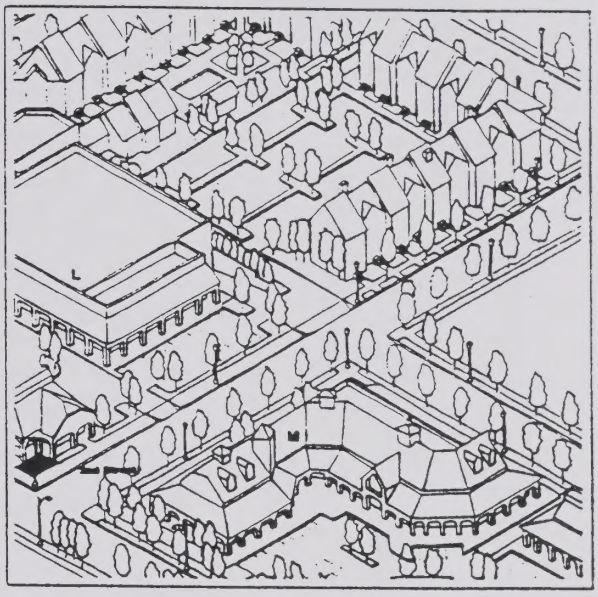
2) THE FOLLOWING BRICK RATIOS SHALL BE APPLIED IN RANDOM FASHION:
   - 1088 SUTTER GOLD BRICK (28%).
   - 1120 SUMMER WHEAT (24%)
   - 1081 LIGHT DUSTY ROSE (26%)
   - 1081 DUSTY ROSE (22%)

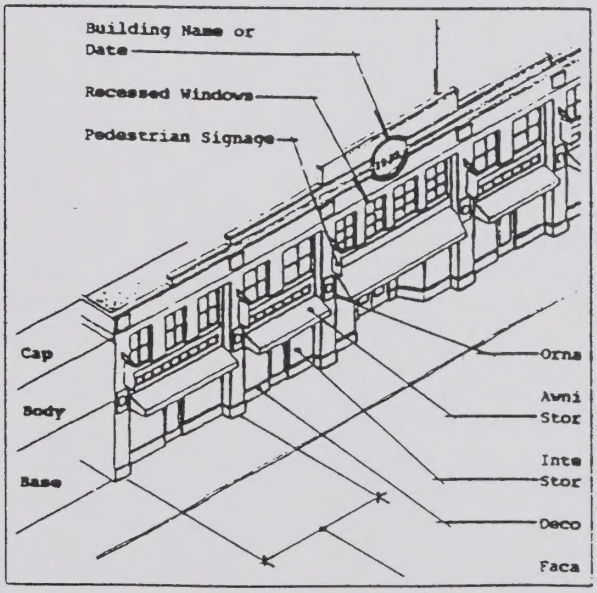
3) ALL MORTAR USED SHALL HAVE LATICRETE ADD MIXTURE AS PER MANUFACTURER'S SPECIFICATIONS.

4) CONTACT H.C. MUDDOX AT (916) 362-1171. CONFIRM AVAILABILITY OF BRICK UPON BEING AWARDED CONTRCT.

BEERMANN PLAZA BRICK PAVING DETAILS

7. District Design Guidelines





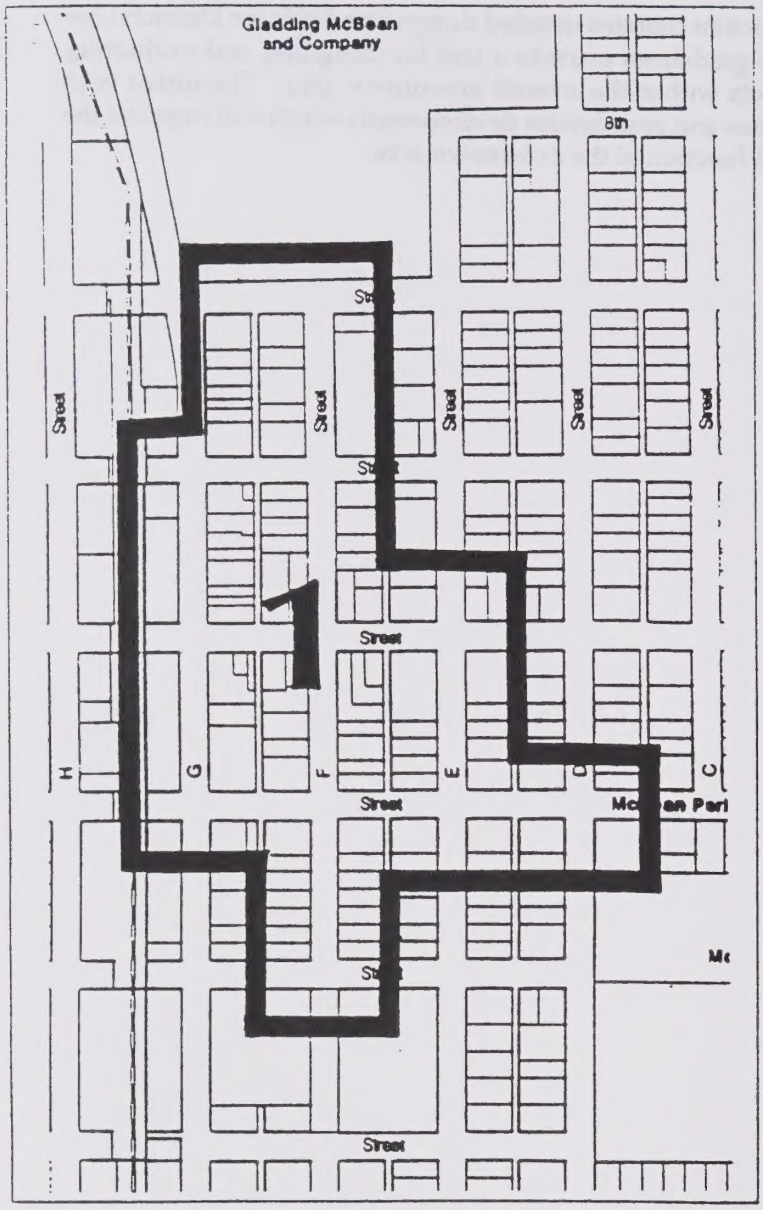
"The Pedestrian is a Social Being: he is also a transportation unit, and a marvelously complex and efficient one."

—William H. Whyte

7. District Design Guidelines and Standards

The following section contains detailed design standards for Districts One through Six. These guidelines provide a tool for designing and evaluating development projects within the overall downtown area. The intent is to encourage harmonious and appropriate developments which will improve the economic and social function of the downtown area.

7.1. DISTRICT 1 HISTORIC OLD TOWN COMMERCIAL

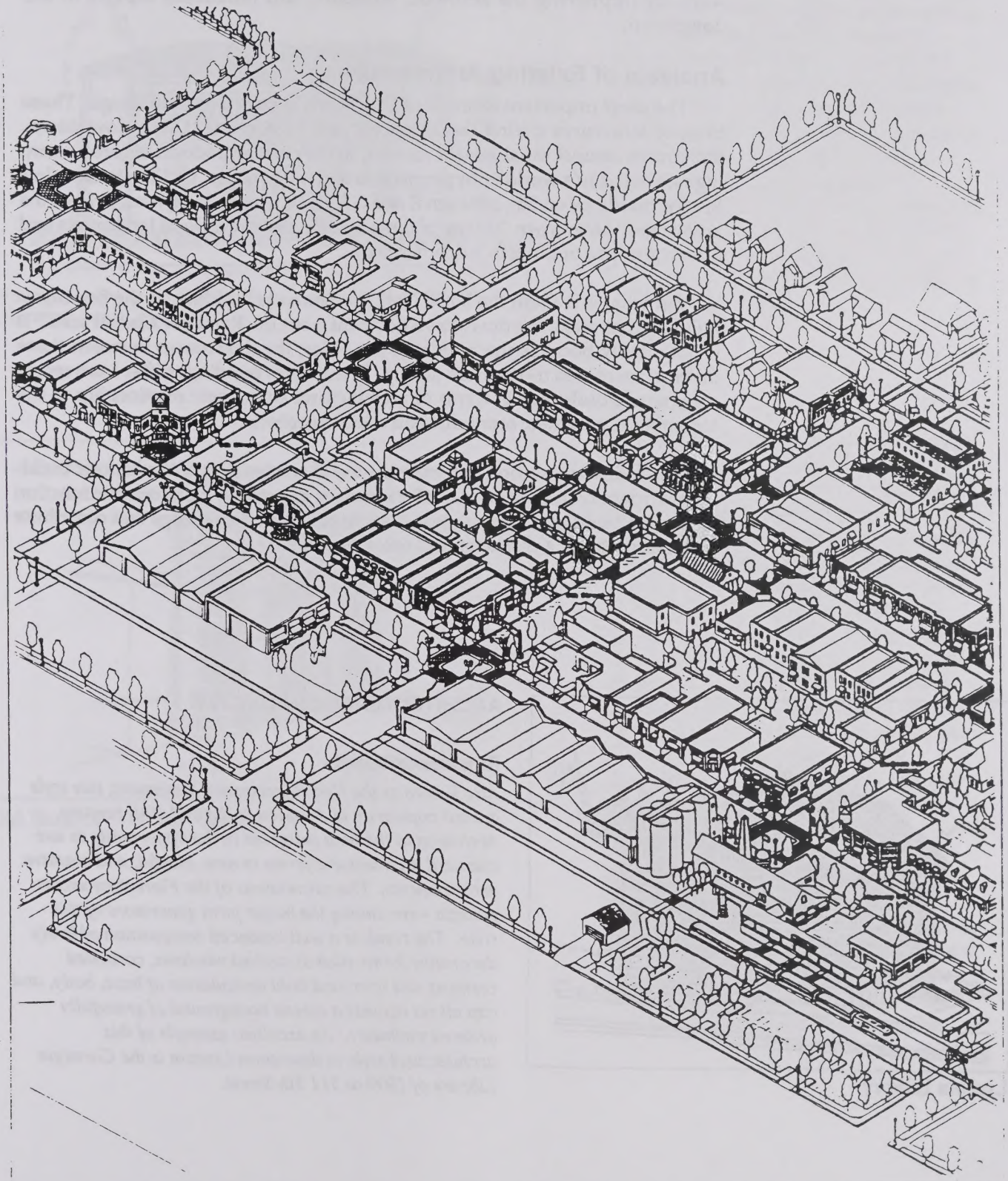


A Vision of the Downtown (re-stated)

A downtown is the heart of a city. It is a place of importance and vibrancy that reflects a community's heritage and gives direction to the future. Downtown is the place in town to gather, it's the place visitors see, and it is a place of civic pride. The purpose of the Urban Design Plan is to reestablish the significance of downtown and to enhance the community's sense of pride toward downtown Lincoln.

Preservation of the downtown as the center of Lincoln socially, culturally, economically, and visually are paramount to this plan. Downtown will become the focus of community activity. Pedestrians will stroll along sidewalks with interesting storefronts, cafes and restaurants. People will naturally want to gather and meet downtown as well as shop and live there. This will be a place for a parade, a street market, or just to get a cup of coffee with a friend.

Diversity of the downtown core is an important part of a vital city center. Downtown will function as the civic core, an employment center, and a residential neighborhood with retail commercial activities focused on convenience shopping needs of the surrounding neighborhoods. Specialty retail will also be provided for the tourist and special festivals and activities. Pedestrians will be attracted to the pleasant sidewalks and attractive storefronts. Restoration of historic buildings, construction of new buildings, creation of pedestrian plazas with landmarks and streetscape improvements will all contribute to defining the downtown as a place.



Issues

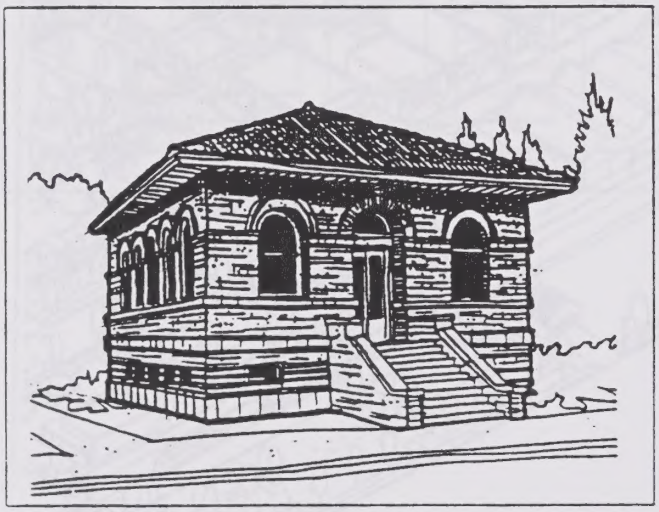
The existing Old Town commercial core has always been the geographic and social heart of Lincoln. The downtown's historic buildings, pleasant sidewalks and rich history make the area a special place worth saving. District One is the key component of the overall Downtown Urban Design Plan. The following guidelines and recommendations are intended to provide a framework for improving the aesthetic, economic and functional aspects of the downtown.

Analysis of Existing Architecture

The most important element of Old Town is its historic buildings. These historic structures define the character and environment of a downtown. Storefronts against the sidewalk catering to the passing pedestrians are becoming rare in today's world of hypermarkets and mega malls. Old Town Lincoln's historic buildings on 5th, between E and G Streets, are precisely what defines the area as the "downtown." Many of these buildings serve as local landmarks and offer a glimpse of Lincoln's rich heritage.

But what is it about the IOOF Hall, the Emmada Building, or the Beermann Building that make the downtown different from the Rainbow Market area? It is not merely because the buildings are older; the differences between these districts are rooted much more deeply. These older buildings differ from recent commercial buildings in terms of architectural style, their relationship to the automobile, and their economic and social functions.

The following section will examine the characteristics of the historic buildings in downtown Lincoln and offer ideas for improving the economic function of existing buildings, and suggest ways to create new buildings that contribute to the downtown's character and sense of place.

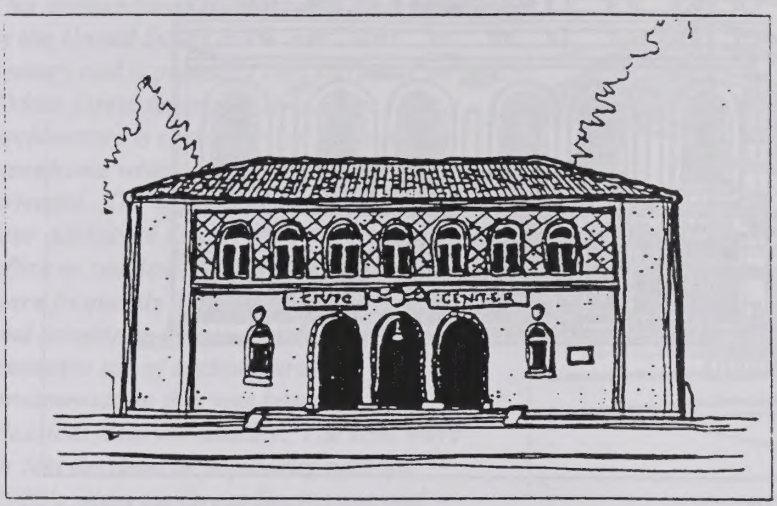


Lincoln Library

ARCHITECTURAL CHARACTER

Renaissance Revival -

Also known as the Neo-Renaissance Movement, this style gained popularity in America in the mid 19th century. Architects of the time delighted in the opportunity to use classical architectural forms in new, playful, and creative arrangements. The conventions of the Florentine urban palazzo were among the major form generators of this style. The result is a well balanced composition of lively decorative forms such as arched windows, corbelled cornices and trim, and bold articulation of base, body, and cap all set against a serene background of gracefully ordered symmetry. An excellent example of this architectural style in downtown Lincoln is the Carnegie Library of 1909 at 511 5th Street.



Lincoln Civic Center

Spanish Colonial -

This architectural style is derived from California's Spanish Mission architecture of the late 18th century which in turns traces its roots to the heavily Moorish influenced architecture of Old Spain. It is one of the strongest regional associations of California architecture. It is characterized by heavy stucco or plaster walls over a heavy timber or masonry frame, arched and collanaded arcades surrounding cool courtyards, colorfully painted ceramic tiles, and extensive use of clay barrel tile as a roofing material. A good example of this architectural style is found in the Lincoln Civic Center Building of 1921 at 511 5th Street.

Old Bank of Western Placer

Neoclassic

Neoclassic architecture originated in France in the 18th century during the reign of King Louis XIV. This was a particularly popular style in the United States of America during the first 100 years of its existence as a nation. It was felt that architectural forms based on classical Greek buildings would serve as a highly suitable parallel between the lofty ideals of the new American republic and those of ancient Greece's Age of Grandeur. As the 19th century closed, Neoclassicism was transformed into what came to be known as the Beaux Arts Style. Beaux Arts designs derived most of their forms from the principles of Neoclassicism and elements of the two styles are nearly indistinguishable from one another.

Neoclassic-Beaux Arts architecture in downtown Lincoln is best exemplified in the Bank of Western Placer at 519 G Street, which dates from 1914. Forms characteristic of this style are evident in the columns which flank the entry portico, the arched window over the entry, and in the restrained order and symmetry of the overall composition.

Romanesque Revival -

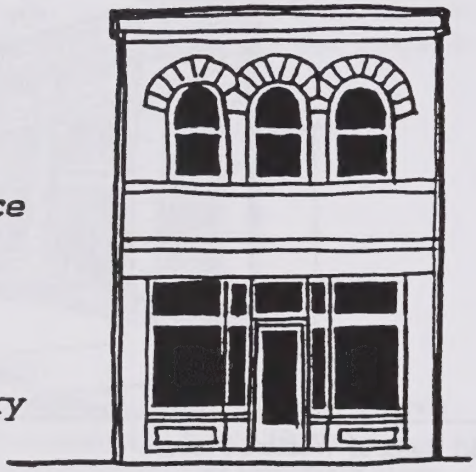
This architectural style was almost solely the creation of a single American architect of the late 19th century named Henry Hobart Richardson. Romanesque Revival can be described as a very robust, substantial architecture. It is characterized by heavy stone or brick masonry, stout columns, clean lines of decorative trim, and soaring arched entrances and windows. In downtown Lincoln, the IOOF Building of 1905 is a good example of this style.

IOOF Hall

Typical Architectural Treatment
late 1800's to early 1900's

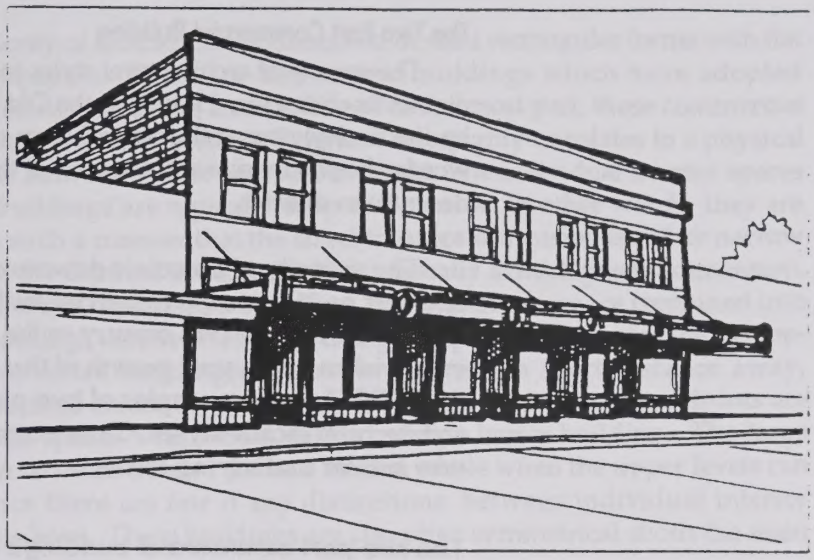
Upper Facades
- *corbelled brick cornice*
- *large, arched windows*

Storefronts
- *simple cornice*
- *transom windows*
- *slightly recessed entry*



Post 1900 Commercial -

This architectural style actually originated in the United States in the late 19th century and is probably best known as the "Main Street America" style. This architecture is characterized by first floor storefronts which are strictly commercially oriented. The upper levels (usually one to four additional floors) were devoted to office or residential use. The buildings were frequently of masonry construction, and sometimes of wood, with a fairly extensive use of architectural ornamentation that was based on a classical form vocabulary. The style more or less declined in popularity after the 1920's when the Great Depression and World War 2 changed the economic and technological realities of commercial construction. As the 20th century draws to a close however, America's passion for technology-at-any-cost is cooling considerably and these old buildings are being reexamined for the very humane qualities that they were somehow able to impart to the downtown districts in which they were built.

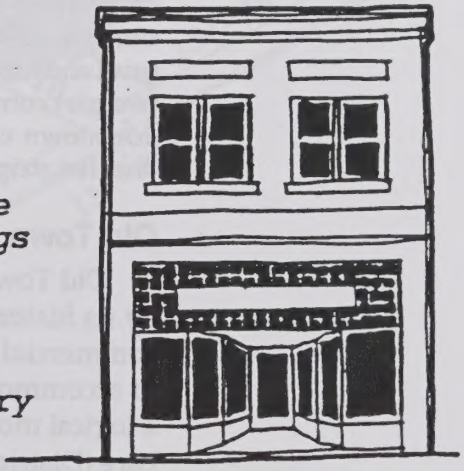


Emmada Building

Typical Architectural Treatment
early 1900's to 1930's

Upper Facades
- *simple brick cornice*
- *large window openings w/ multiple units*

Storefronts
- *metal window frames*
- *deeply recessed entry*



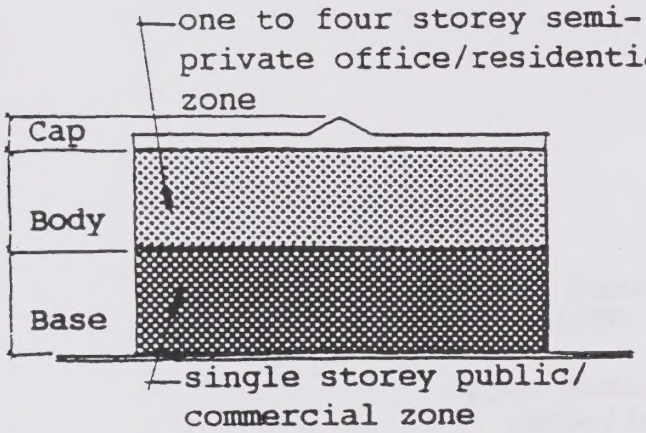
ELEMENTS OF DOWNTOWN BUILDINGS

The Two Part Commercial Building

The variety of architectural styles found in the downtown core help give the district its character. However, the Old Town environment is highly influenced by the underlying architectural form of the downtown's buildings. In other words, the shape, size and location of the downtown buildings really define the downtown district.

The majority of Lincoln's downtown buildings were constructed as either one-part or two-part commercial buildings. This type of building evolved quickly during the 19th century in the United States as a result of the nation's industrial and economic growth of that period. Both the Emmada Building and the IOOF Hall are examples of two-part commercial buildings with different architectural facade styles. Close examination of these two buildings reveals a very similar underlying form.

The two-part commercial buildings are characterized by the following.



- **The Cap:**
  A cornice which caps the top of the building.
- **The Body:**
  One to four additional upper stories which provides a semi-private zone for office and residential uses.
- **The Base:**
  A single story public/commercial zone at street level with mainly transparent storefronts, against the sidewalk.

A one part commercial building has the same first story commercial zone as its two-part cousin but lacks the semi-private upper stories. The two-part commercial block became the dominant form of commercial development in small and moderate sized American communities from 1850 to 1940. Today, the two part commercial pattern of development has become synonymous with downtown commercial districts, and strongly contrasts with modern auto oriented strip commercial development.

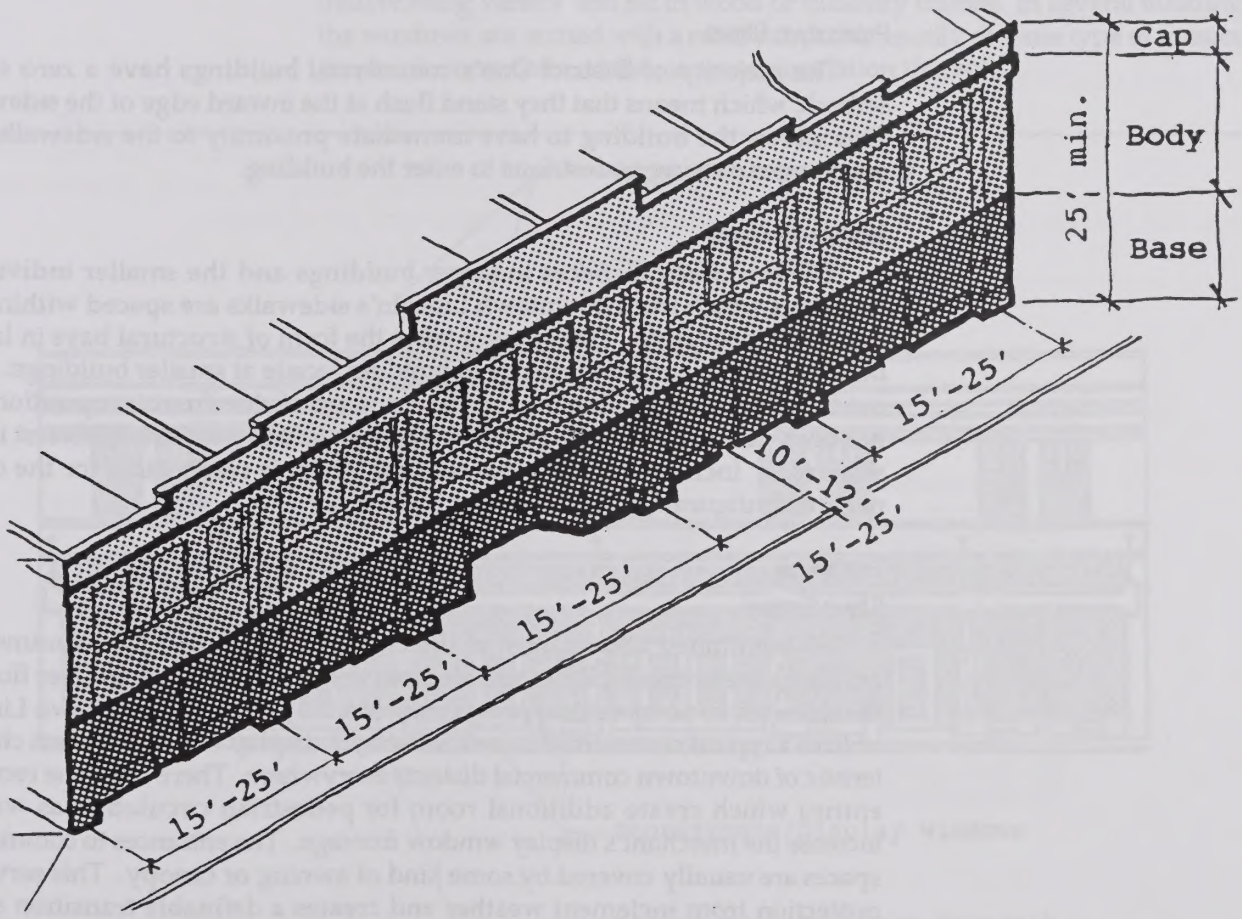
Old Town Design Model

Old Town Lincoln, like most California downtowns, is characterized by its historic one and two-part commercial buildings. The two-part commercial building's pedestrian orientation, small town scale, ability to accommodate a mixture of uses and historic appropriateness make it a logical model for future development in Lincoln's Old Town business core (District One).

Form of Existing Old Town Buildings

Height/Bulk

The majority of District One is composed of solid rectangular forms with flat roofs and parapets. There are also several buildings which have adopted residential forms in massing and roofline. For the most part, these commercial buildings are one or two stories in height. This roughly translates to a physical dimension of between 15 feet to 40 feet in height. The individual interior spaces within the buildings are typically deep and narrow. In other words, they are arranged in such a manner that the street frontage dimension is rather narrow compared to the depth of the space, which is usually a much greater dimension. In some of District One's larger buildings, many such spaces are combined into the same building. At street level the change in storefronts creates the perception of many small buildings. When viewed from a short distance away, however, (such as across the street), it becomes clear that these storefronts are all individual spaces which exist within a single larger building. The large building can be more clearly read as a unified whole when the upper levels can be seen, since there are few if any distinctions, between individual interior spaces at this level. These buildings are also often symmetrical about the main entry axis.



Base, Body, Cap

District One's buildings are good examples of an architectural theory which espouses the division of a building into a composition of base, body, and cap. There are several buildings which feature a masonry or tile base, or bulkhead, which is usually from 18 inches to 30 inches in height and is slightly projected out from the face of the building. On taller buildings, the entire street level may be read as the building base, particularly where awnings or a running canopy exists.

The body of the building can be characterized as the main portion of the building. It is the area which contains the doors and windows of the building. Sometimes the body of the building is subdivided into a series of parts through the use of horizontal string courses. These string courses are also known as beltways and usually occur at the storey line. They are often of decorative brick masonry or wood moulding. String courses play a useful role in diminishing a building's vertical mass as well as adding another level of detail and visual relief to a building facade.

The building cap serves to provide a visual terminus of the building facade. It can be thought of as the building's roofline. In District One there are many buildings which utilize a stepped masonry parapet as a building cap. Quite often there is also an entablature, which is a strong horizontal band at the roofline containing ornamental detail. The entablature also serves as the vertical terminus of any columns or pilasters on the building facade.

Proximity to Street

The majority of District One's commercial buildings have a zero street setback, which means that they stand flush at the inward edge of the sidewalk. This allows the building to have immediate proximity to the sidewalk and encourages passing pedestrians to enter the building.

Modulation/Bays

The commercial spaces in larger buildings and the smaller individual buildings which front downtown Lincoln's sidewalks are spaced within a 25 foot to 50 foot range. This spacing takes the form of structural bays in larger buildings and a complete change of building facade at smaller buildings. This modulation creates a pleasing rhythmic change of storefront composition and has been shown in various studies to better maintain pedestrian interest in the storefront. Incidentally, it is this concept which is responsible for the deep, narrow configuration of the interior spaces.

Entrances

Street Entries

As mentioned above, most of the entrances to District One commercial buildings are immediately accessible from the sidewalk and are either flush to the sidewalk or no more than one step up into the building. Downtown Lincoln utilizes a typical commercial storefront entry / display window system characteristic of downtown commercial districts everywhere. There are some recessed entries which create additional room for pedestrian circulation as well as increase the merchant's display window frontage. The entrances to commercial spaces are usually covered by some kind of awning or canopy. This serves as protection from inclement weather and creates a definable transition space between the building interior and the street.

Alley Entries

At present, most of the alley entrances in District One are utilitarian in nature. They are not usually recessed or covered. They do provide immediate access to the alley however, and in many cases there is the possibility of creating a second pedestrian entry and potentially doubling the pedestrian traffic in a commercial building.

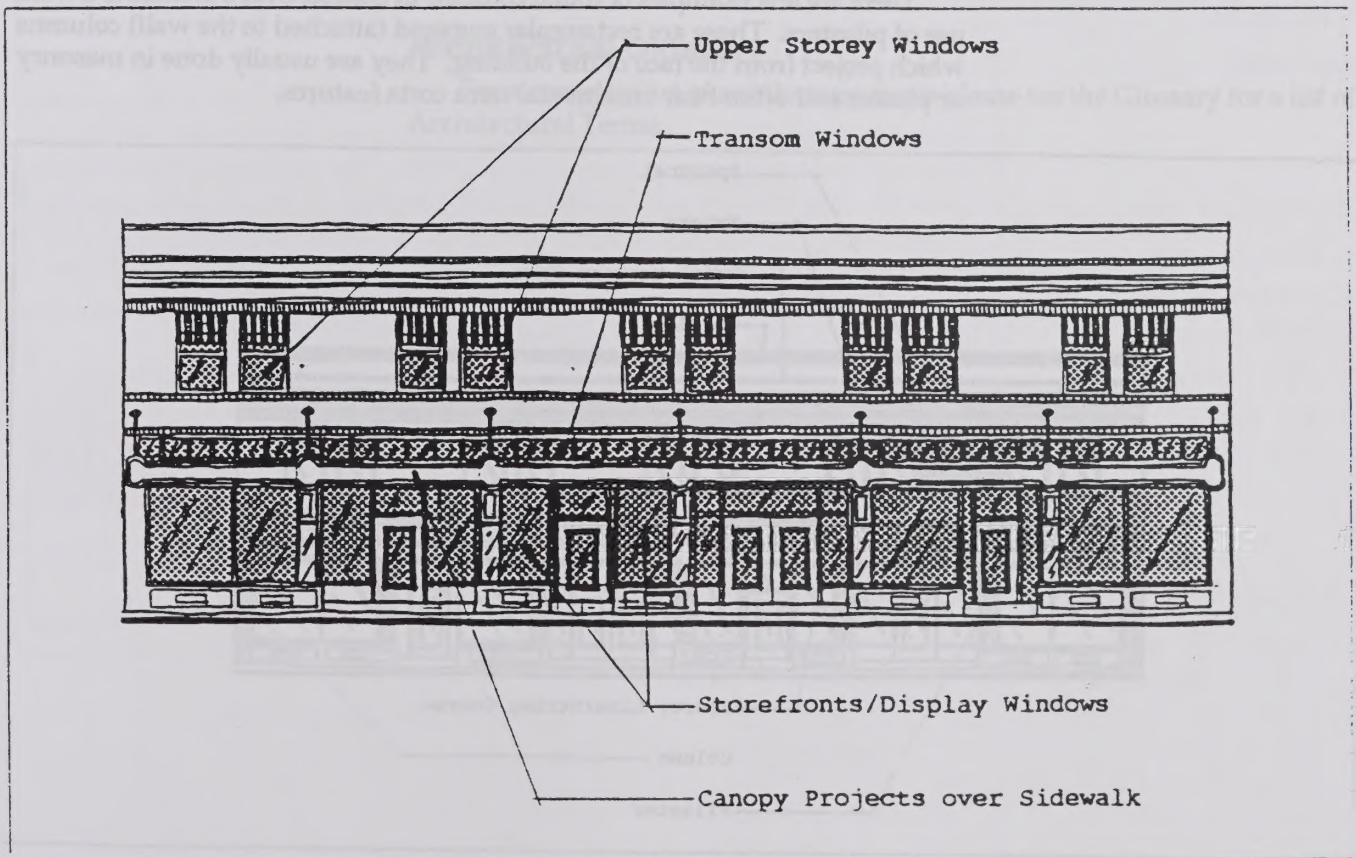
Window Treatments/Glazing

Storefronts

Storefront windows in District One are typically large plate glass surfaces set in wood or aluminum frames. In some of the older buildings, these windows are set in high quality bronze frames. At present, some businesses use an overabundance of signage in these large windows. This tends to present a cluttered and rather unattractive appearance to the street.

Upper story

There is a consistent usage downtown of transom windows above a building's entry and storefront system. These transom windows usually take the form of a single horizontal band above the exterior canopy or awning. They were originally intended to admit daylight into the interior space. Unfortunately, in many instances these transom windows have either been boarded or painted over. On the upper levels of the downtown buildings, there are large rectangular wood or aluminum framed windows which are usually of the double hung variety and set in wood or masonry frames. In several buildings, the windows are arched with a relief surround, usually of some type of masonry (i.e. brick, terra cotta, stone, or some simulation thereof).



Architectural Ornamentation

Cornice/Frieze

The cornice and frieze are both elements of the entablature mentioned above. In downtown Lincoln, these elements are often done in decorative terra cotta. In many instances, the cornice (horizontal band at the roofline) projects outward from the building. This is achieved through the use of stacked up masonry and creates texture, detail, and visual interest. The frieze is a horizontal band which may serve to visually divide the building into its component parts. It often serves as a wide horizontal band upon which decorative terra cotta elements are hung. The borders of this element are usually defined as outward projections in masonry using the same stacked up brick technique mentioned above, although usually not to the same degree as the cornice.

Story Line/String Course

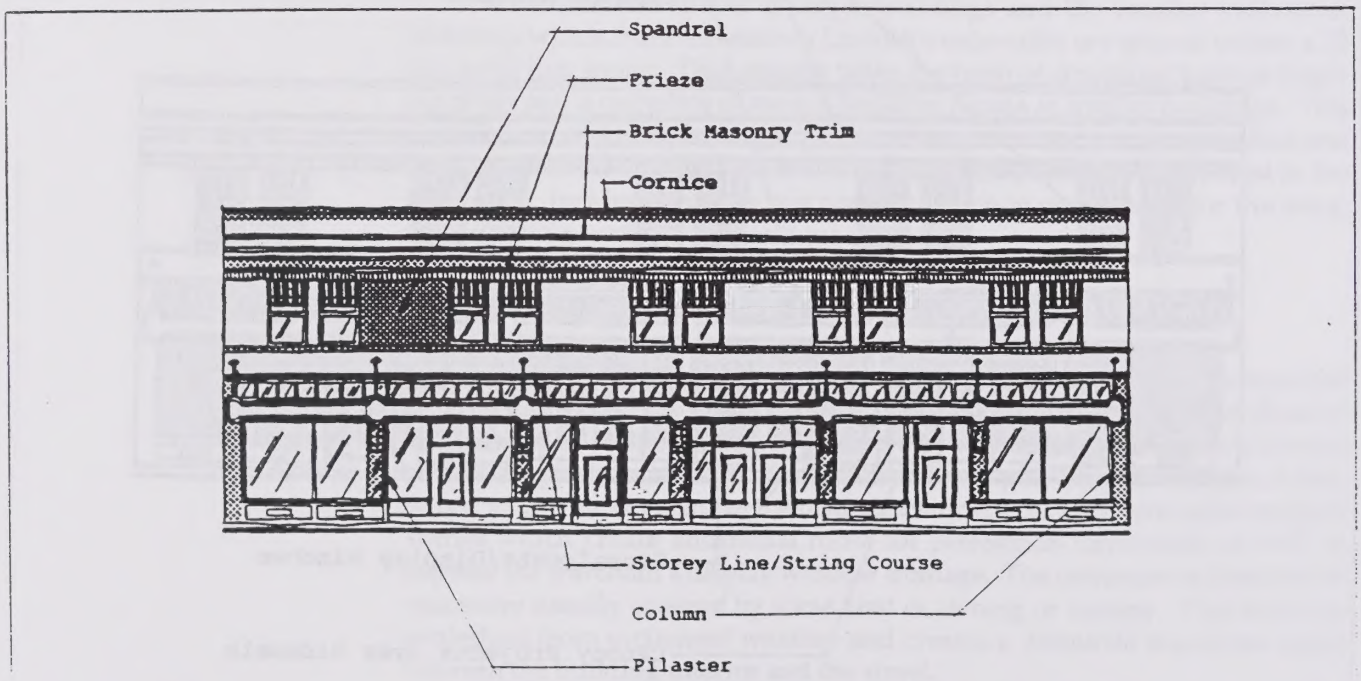
Story lines are usually secondary in prominence to the cornice and overall entablature, but as mentioned above they perform a useful role in better defining the building mass.

Spandrels

These spaces of exterior wall between windows are usually blank. There are many cases in which windows are recessed and finished with a relief surround or the spandrels are finished in masonry, resulting in a pleasing textural quality. In some other instances the spandrels are finished in painted stucco, with no other accompanying window details. The unfortunate result is a rather bleak lack of visual interest.

Columns/Pilasters

There are few examples of round columns in District One, but there is a wide use of pilasters. These are rectangular engaged (attached to the wall) columns which project from the face of the building. They are usually done in masonry or plaster and often bear ornamental terra cotta features.



Materials

There is a widespread use of brick masonry in District One. The brick is usually smooth finished and blond to light orange in color. In several cases the building is framed in masonry but the exterior walls have been plastered or stuccoed. Wood buildings are the exception in this area, but there are a few good examples of wood framed commercial buildings. On commercial buildings where the roof is not flat, the roofs are usually finished in dark red clay barrel tile. There is a widespread use of terra cotta ornamentation on many downtown buildings. There are also several cases where painted, glazed terra cotta tiles are applied to the building base.

Canopies/Signs/Marquees

Canopies/Awnings

There is a good example of a finely detailed sheet metal canopy at the Emmada Building on G St. which runs the entire length of the building. There are several other wood or metal canopies of lesser detail and quality but with good potential for future rehabilitation. There are some examples of canvas awnings used downtown. These are mostly employed at the building entry only and usually do not run the width of an entire structural bay.

Signs

As mentioned above, there is a good deal of store signage along the building storefronts at street level. This signage is directed primarily at the passing pedestrian. Signage directed primarily at passing motorists is usually located above the building entrance on the upper level of the building. These signs are usually large and mounted on the building perpendicular to the street and sidewalk.

Architectural Glossary

For a complete list of architectural terms please see the Glossary for a list of Architectural Terms.

District One Design Guidelines

Old Town must not remain static if it is going to survive economically. To serve the needs of local residents and businesses additional commercial, office, and residential buildings will be necessary. According to the Williams-Kuebelbeck Economic Study there will be a 20 year demand for an additional 100,000 sq ft. of office and commercial space plus 100-200 residential units in the downtown. Presently there exist numerous parcels in the downtown core which are either vacant or under utilized. In response to these conditions it would be foolish not to plan for a number of new buildings in the downtown.

Consequently, Downtown Lincoln stands at the threshold of an excellent opportunity to shape the future of its downtown. Lincoln has the ability, with the Downtown Urban Design Plan, to shape the character of its downtown as it grows. New buildings do not have to be generic, roadside commercial buildings surrounded by a "sea of parking," which would contribute nothing to Lincoln's small town character. Rather, new buildings can be an interesting mix of old and new. New construction, whether small infill buildings or larger developments should strive to achieve excellence in design. With characteristics similar to the historic two-part commercial buildings, new buildings should respect the site and surrounding downtown environment.

The following guidelines are intended to assist builders in creating buildings which will contribute to Old Town's unique turn of the century character.

Guideline 1A
Land Uses

The downtown core is intended to provide a variety of uses. Consequently, downtown buildings are encouraged to provide a mixture of uses. Street level uses should be public and commercial in nature. The intent is to create a lively sidewalk environment for shopping, eating, and socializing. Upper level uses should be private or semi-private in nature, for example: office, professional space, and residential.

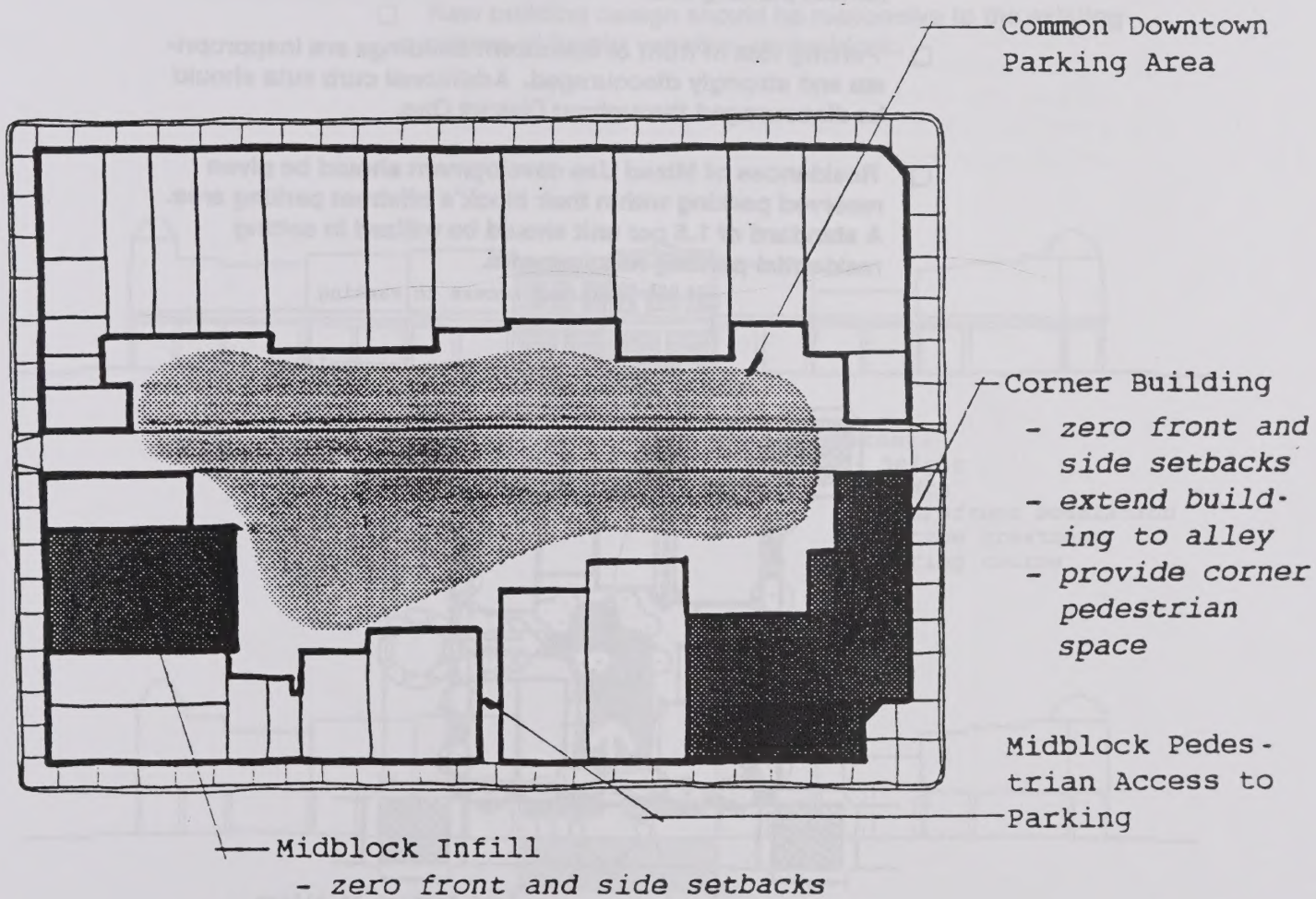
Guidleline 1B

Setbacks

The placement of new buildings must respect the historic development patterns present in the downtown.

Recommendations:

- ❑ **New buildings should have a zero setback against the sidewalk.**
- ❑ **Zero sideyard setbacks are typical of downtown buildings and are encouraged.**
- ❑ **Encourage creative use of rear areas against alley to accommodate offstreet parking, loading, building utilities, and provide secondary pedestrian access to stores.**

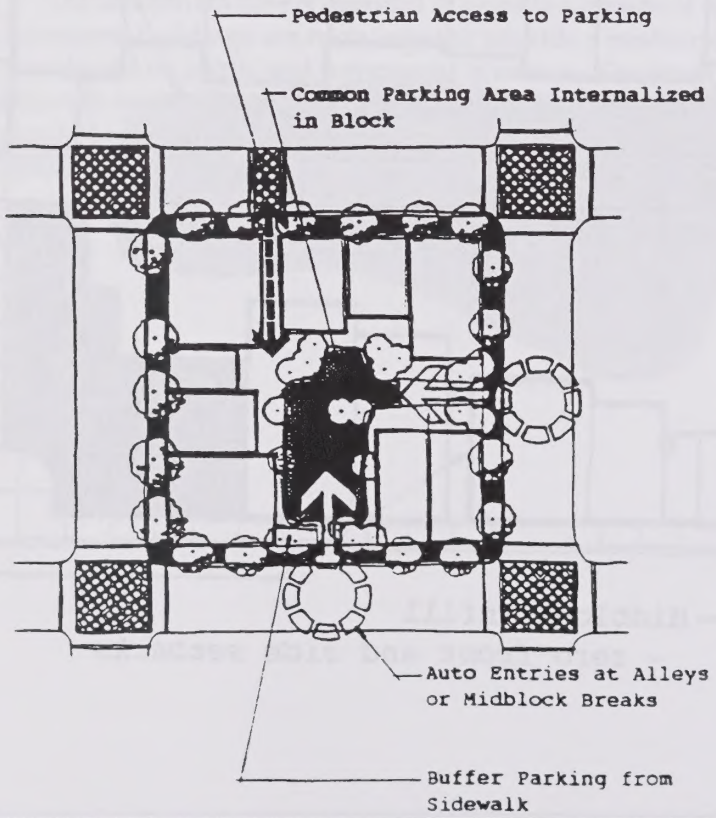


Guidleline 1C
Parking

The primary difference between downtown Lincoln and the new highway commercial areas is the parking lot. Large "seas of parking," between the street and the buildings create many of the negative visual impacts which are associated with modern commercial development. On site parking in front of a building is fundamentally incompatible with the pedestrian environment of a downtown. Therefore, new Old Town buildings should not attempt to meet parking requirements strictly with on site parking. Consider the following.

Recommendations:

- ❑ **Offstreet parking should be located behind the building with access from the alley.**
- ❑ **Parking lots adjacent to sidewalks should be screened with low walls or landscaping.**
- ❑ **On site parking should be reserved for customers, and employees should be encouraged to park their vehicles in remote parking lots.**
- ❑ **Parking lots in front of downtown buildings are inappropriate and strongly discouraged. Additional curb cuts should be discouraged throughout District One.**
- ❑ **Residences of Mixed Use development should be given reserved parking within their block's offstreet parking area. A standard of 1.5 per unit should be utilized in setting residential parking requirements.**



Guiideline 1D
Height

The height of the buildings enclosing the street space influences the quality of the street environment. Buildings which are too short fail to enclose the street and will not contribute to creating the desired downtown street environment.

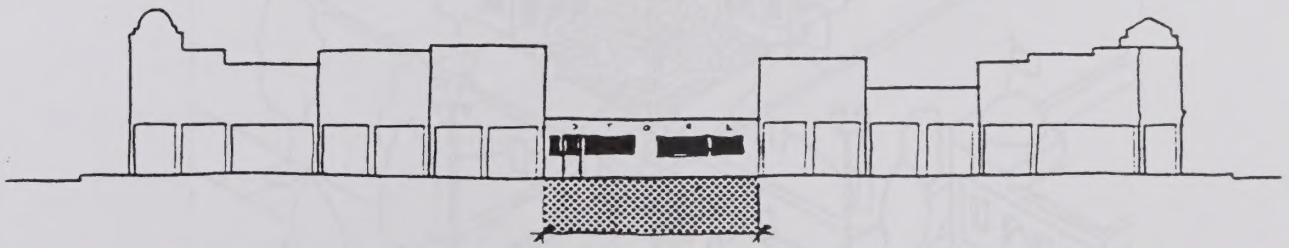
Recommendations:

- ❑ **New building facades against the sidewalk should be at least 25 feet high.**
- ❑ **Buildings exceeding two storeys should be stepped back and vertically articulated to reduce the building's bulk against the street.**
- ❑ **Consider the height of adjacent buildings. A new building's height should not be greater than one storey taller than neighboring buildings.**
- ❑ **New building design should be responsive to the existing pattern of height variation on the block.**

THIS

Infill Site

Consistent:
- *height*
- *width*
- *storefront modulation*
- *facade treatment*
- *string course*



NOT THIS

Infill Site

Guideline 1E
Building Massing

The overall mass of a new building should be compatible with surrounding buildings.

Recommendations:

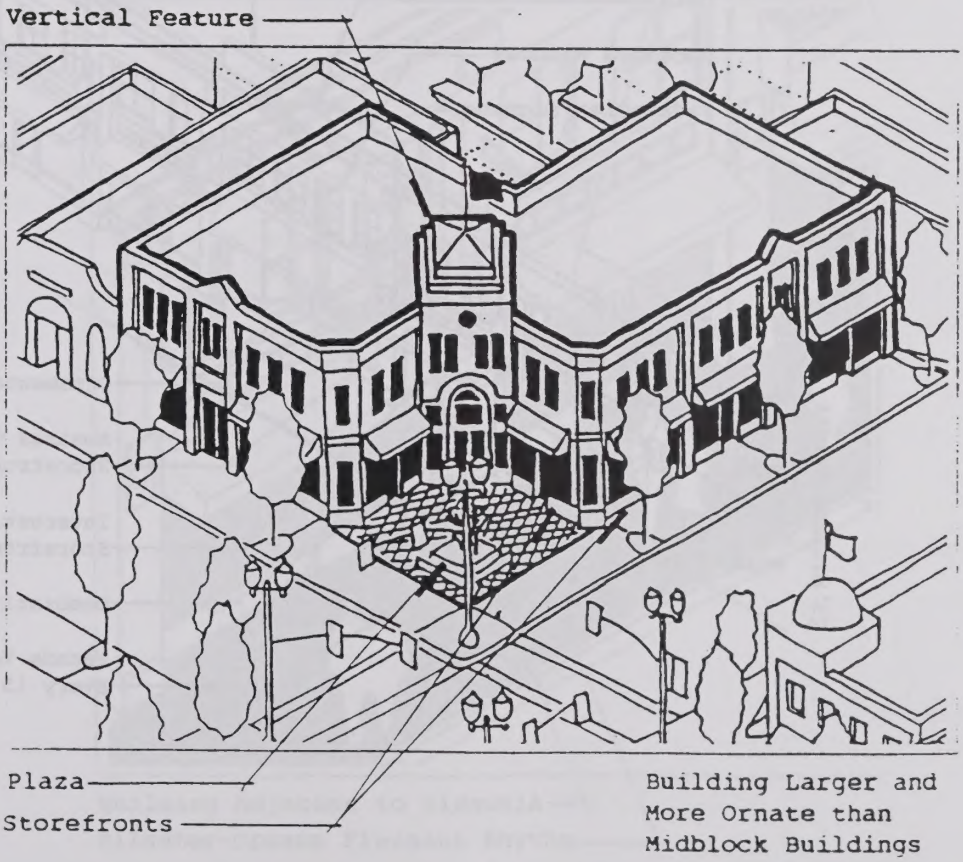
- ❑ **A new building should not appear substantially taller, wider, or more massive than its neighbors - unless it is located at a corner or central to the block, or if it is intended to house a significant use (i.e. government facility, economic anchor tenant, etc.).**
- ❑ **Articulation of the building's facade and roof line will improve the compatibility of a larger building with smaller surrounding buildings.**
- ❑ **Mid-block buildings should be modest in design and size and not attempt to overshadow neighboring buildings. More monumental, statement oriented buildings are best located on corner sites.**

Guideline 1F
Corner buildings

Block corners are visually very important to a downtown's character. These sites have the greatest visibility and define the overall look of the rest of the block. For this reason corner parcels should be given special attention.

Recommendations:

- ❑ **Reserve corner sites for substantial buildings which make an architectural statement. Parking lots, or small non-descript buildings are poor uses for corner sites.**
- ❑ **Corner buildings typically are larger, taller, and more ornate than midblock buildings.**
- ❑ **Elements like clock towers, roof flags, turrets, and other landmark elements are appropriate on corner buildings.**
- ❑ **Corners buildings offer an excellent site for plazas, public art, sidewalk cafes, and other pedestrian amenities.**
- ❑ **Blank walls associated with sides of corner buildings should not be allowed. Existing corner buildings with blank walls could add display windows, extend facade material, colors and treatments to blank side walls. Painted graphics / murals (public art) is the easiest and most cost effective method for improving blank walls.**

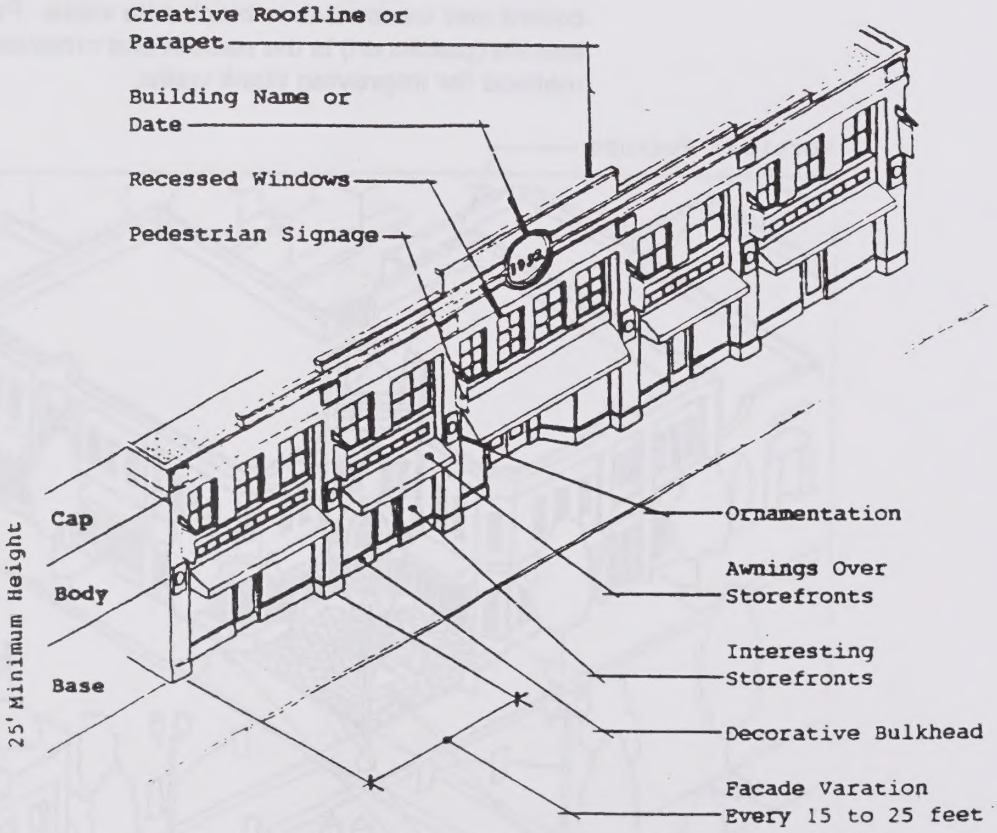


Guideline 1G
Building Form

The most important part of a downtown building is its street front facade. Attention must be given to designing new building facades which contribute to the overall downtown environment.

Recommendations:

- ❑ **New buildings should reflect the historic two part commercial development pattern of the downtown.**
- ❑ **New building facades should reflect the historic pattern of building widths in downtown.**
- ❑ **Facades are encouraged to include a traditional base, body and cap into creative and contemporary design solutions.**
- ❑ **The rich variety of architectural treatments and materials found on downtown buildings should be considered a resource to draw upon when designing new buildings which contribute to downtown.**

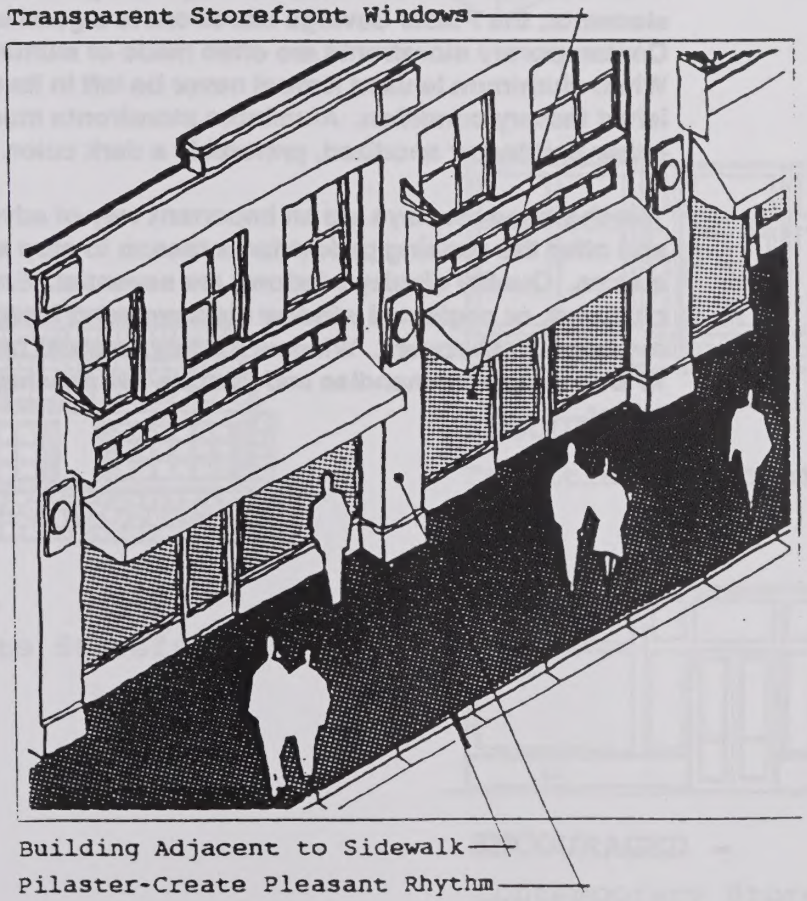


Guideline 1H
Pedestrian Orientation

A primary objective of the Downtown Design Plan is the creation of an environment which is friendly to the pedestrian. Downtown commercial areas were built before the automobile became the dominant form of transportation. Consequently, downtown's buildings were designed to accommodate people on foot rather than people in their cars. In order to maintain the desired character and environment of Old Town Lincoln, new buildings should be designed to respect the needs of the pedestrians.

Recommendations:

- ❑ **Locate the building adjacent to the sidewalk.**
- ❑ **The building's street level floor should be predominantly transparent (around 70%) and comprised mainly of storefronts and inviting entries.**
- ❑ **Buildings should be articulated at the sidewalk level with building piers, pilasters, columns, mullions, etc. to separate storefronts. Spaced at approximate intervals of 15 to 25 feet, these elements will modulate the storefronts and create a pleasant rhythm for the passing pedestrian.**
- ❑ **Blank walls against sidewalks should not be allowed.**



Guideline 11
Storefronts

Storefronts are the most important part of a building because they are the primary visual focus of the overall building facade. A good pedestrian sidewalk environment is characterized by a continuous band of interesting display windows, inviting entries, colorful awnings and a consistent sign frieze. The quality of storefronts found in a downtown will play an important part in determining whether the overall downtown becomes an attractive pedestrian environment. A successful storefront follows a few simple rules.

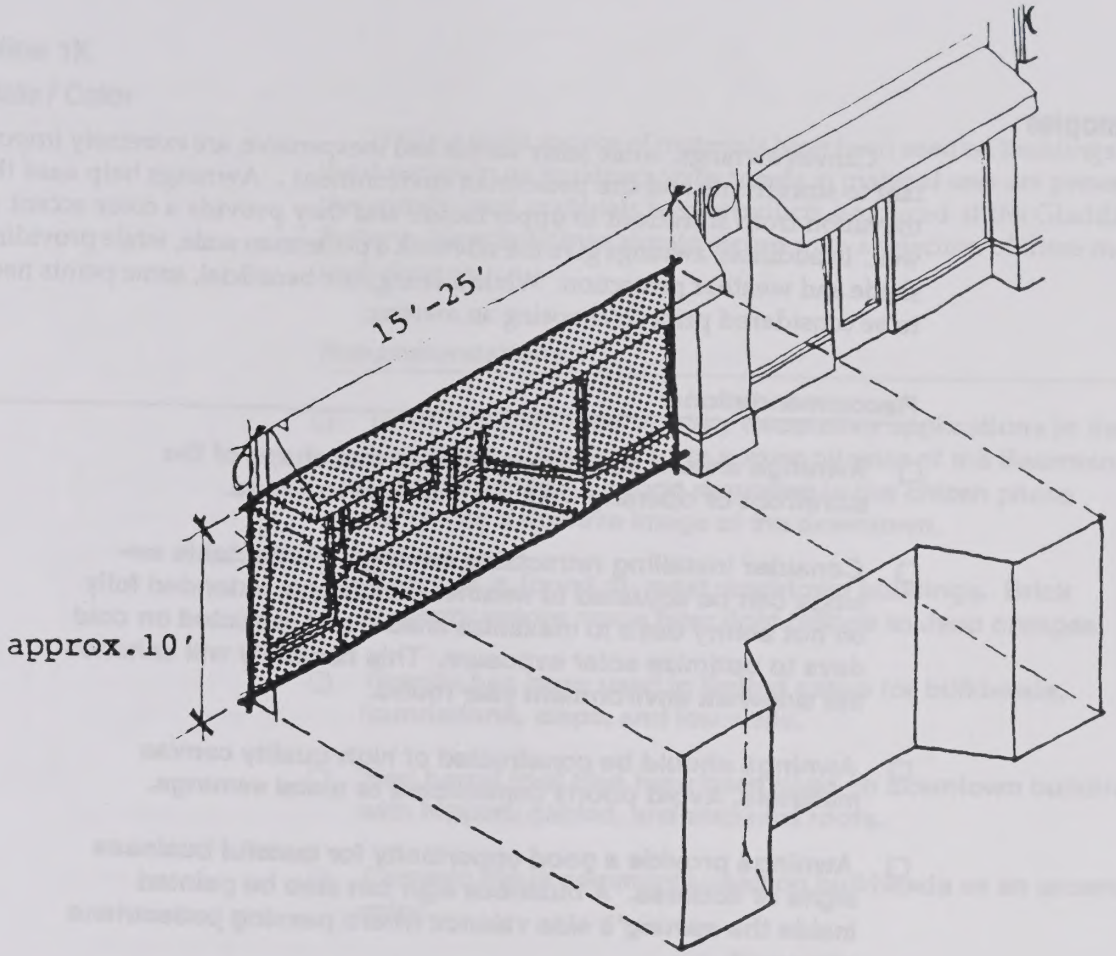
Recommendations:

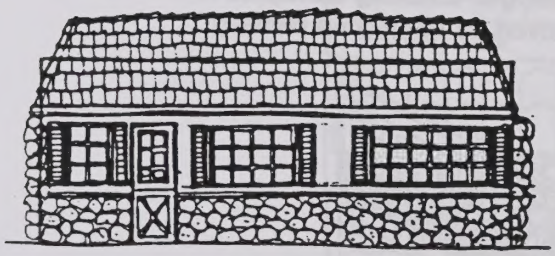
- **The storefront must be contained within the original opening of the building. When the storefront extends beyond the proper opening it disrupts the balance between the upper and lower facades. This results in a store front which appears pasted onto the building.**

- **The storefront must be transparent. The majority of the storefront should be devoted to clear glass display windows and entry doors. Tinted, mirrored, or colored glass are anti-pedestrian and should never be used, except on transom windows.**

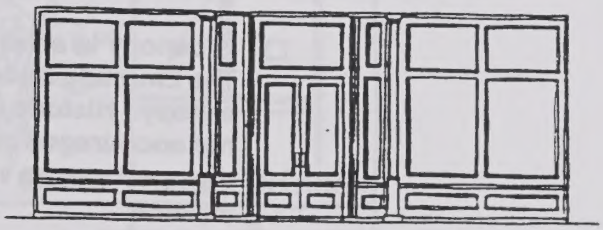
- **Materials consistent with historic appearance and quality must be used on storefronts. Traditional storefronts were often made of wood and occasionally incorporated cast iron elements; the Placer Savings storefront is a good example. Contemporary storefronts are often made of aluminum. When aluminum is used it must never be left in its unfinished factory condition. Aluminum storefronts must be either painted or anodized, preferably a dark color.**

- **Merchandise displays are an important way of advertising and offer the passing pedestrian a reason to stop and enter a store. Quality display windows are essential. Empty, cluttered, or neglected window displays send a negative message to shoppers. Window displays should be designed to showcase merchandise and intrigue the passing customer.**

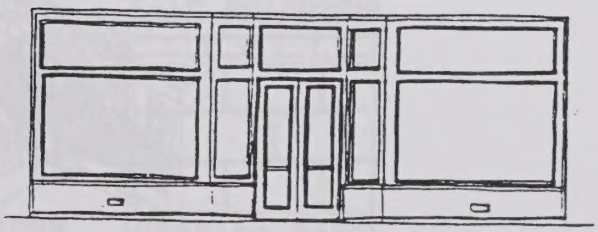




NOT THIS -
Inappropriate Storefront



ENCOURAGED -
Traditional Storefront



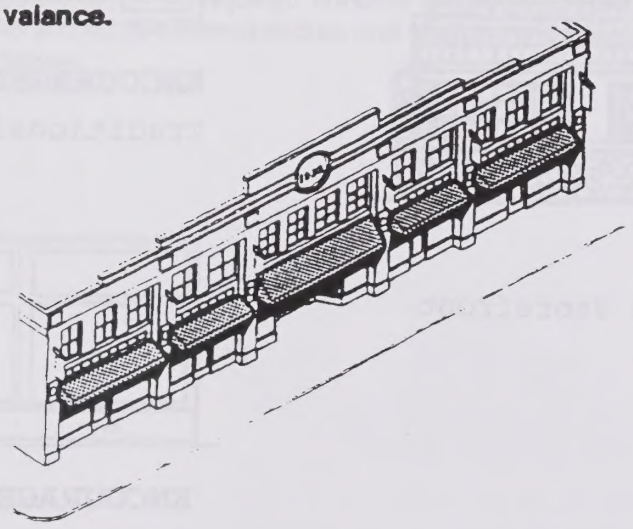
ENCOURAGED -
Contemporary Storefront

Guideline 1J
Awnings and Canopies

Canvas awnings, while fairly simple and inexpensive, are extremely important to storefronts and the pedestrian environment . Awnings help ease the transition from storefront to upper facade and they provide a color accent as well. In addition, awnings give the sidewalk a pedestrian scale, while providing shade and weather protection. While awnings are beneficial, some points need to be considered prior to choosing an awning.

Recommendations:

- ❑ **Awnings should conform to the size and shape of the storefront or opening they are intended to shade.**
- ❑ **Consider installing retractable awnings. Retractable awnings can be adjusted to weather conditions, extended fully on hot sunny days to maximize shade, and retracted on cold days to optimize solar exposure. This flexibility will enhance the sidewalk environment year round.**
- ❑ **Awnings should be constructed of high quality canvas materials. Avoid poorly constructed or metal awnings.**
- ❑ **Awnings provide a good opportunity for tasteful business signs or address. A business sign can also be painted inside the awning's side valance where passing pedestrians can see it.**
- ❑ **At night, awnings can be illuminated internally to create a pleasant glowing effect .**
- ❑ **A canopy is a flat metal shelter extended over the sidewalk. The Emmada Building on G Street has a good example of a canopy. Historic canopies should be preserved, but they are not encouraged on new buildings. Existing canopies in disrepair can be vastly improved by adding an awning valance.**

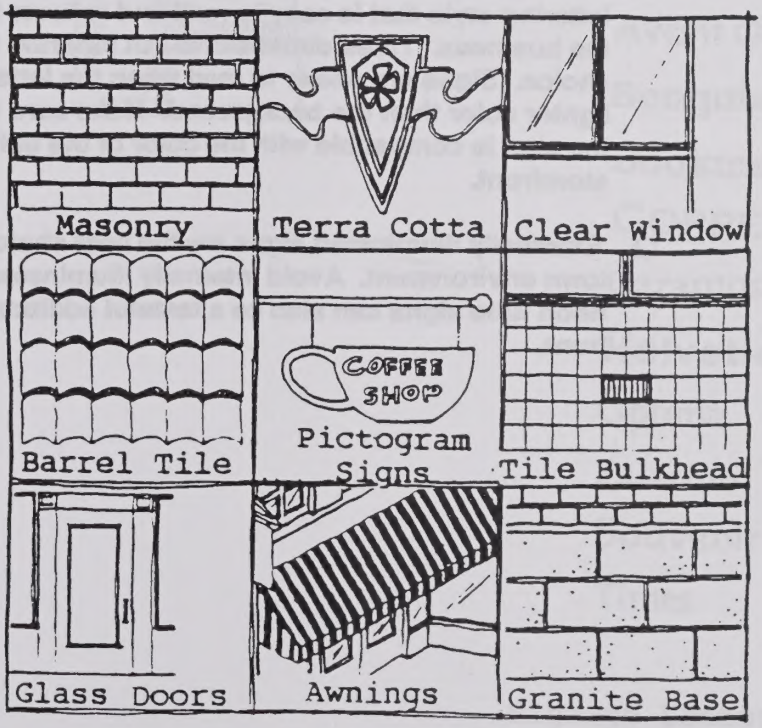


Guideline 1K
Materials / Color

While a wide variety of materials have been used on buildings throughout the downtown on buildings some trends in material uses are present. Many of the widely used materials were products produced at the Gladding McBean Pottery. New buildings should incorporate a selection of these materials into their designs.

Recommendations:

- ❑ **Terra cotta is found in many decorative applications in the downtown. The terra cotta corner pilaster of the Beermann building elicited a strong response in the citizen photo survey as a positive image of the downtown.**
- ❑ **Masonry is found on most downtown buildings. Brick masonry colors range from light blonde to deep oranges.**
- ❑ **Granite has been used in limited cases for bulkheads, foundations, steps, and low walls.**
- ❑ **Red barrel roof tiles have been used on downtown buildings with hipped, gabled, and mansard roofs.**
- ❑ **Ceramic tile is commonly used on bulkheads as an accent color.**

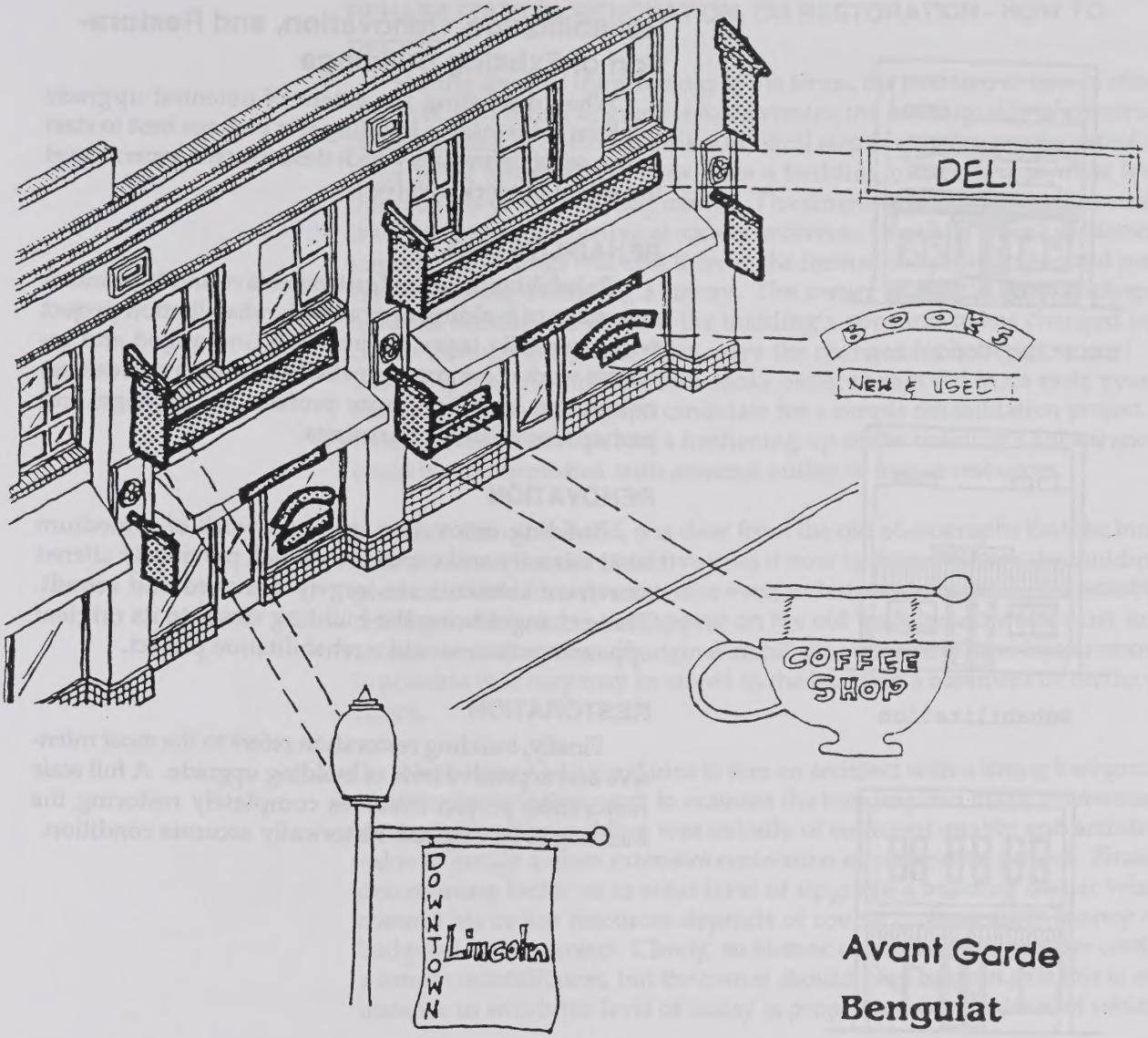


Guideline 1L
Signs

Signs are a very important part of any business. They communicate a message and draw attention to a business, yet overdone signs that compete for attention can be bad for business. In the downtown, successful signs can attract business as well as contribute to the district's overall identity.

Recommendations:

- ❑ **A sign should be simple and easy to read.**
- ❑ **A storefront should have two signs attached to the building. The primary sign should be in the space above the storefront and visibly oriented towards the street. The secondary sign should be smaller and intended for the passing pedestrian. Consider a colorful, pictograph sign which reflects the nature of the business. For example, a coffee shop might use coffee cup shaped sign or an ice cream cone for an ice cream parlor. Generally, sign lettering should be 8" - 18" in height and occupy 65% of the signable area.**
- ❑ **Appropriate areas for additional signs include windows and awning valances. Care must be taken not to obscure window displays with signs. Awning and window signs must be permanent in nature and of high quality. Temporary banners, posters, and painted window signs are discouraged.**
- ❑ **The style and color of letters are important. Choose a lettering style that is easy to read and reflects the nature of the business. Three dimensional cut lettering is the best choice. Signs are easier to read when the lettering is a lighter color than the background. Make sure the color of the sign is compatible with the color of the building and storefront.**
- ❑ **Externally illuminated signs are the best choice for a downtown environment. Avoid internally illuminated box signs. Neon tube signs can also be a tasteful addition to a storefront.**



Avant Garde

Benguiat

Bookman

COPPERPLATE

Garamond

Helvetica

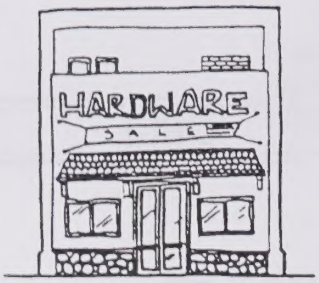
Optima

Palatino

Souvenir

Times

Signage Lettering Styles



Existing Condition

Rehabilitation

Renovation

Historic Restoration

Rehabilitation, Renovation, and Restoration of Existing Buildings

When discussing the extent of potential upgrade work on a downtown building it is perhaps best to start with a set of definitions which describe on a general level the extent of work involved.

REHABILITATION

Rehabilitation is the least expensive and least intensive stage of building upgrade. A rehabilitation project will essentially leave the building unchanged and involves work of a more cosmetic nature, such as cleaning, repainting, installing more professional signage, and perhaps installation of awnings.

RENOVATION

Building renovation involves work of a medium level intensity and expense in which previously altered storefront elements are largely removed and rebuilt. These changes bring the building closer to its original appearance than would a rehabilitation project.

RESTORATION

Finally, building restoration refers to the most intensive and expensive level of building upgrade. A full scale restoration project involves completely restoring the building to its original, historically accurate condition.

REHABILITATION, RENOVATION, OR RESTORATION - HOW TO DECIDE

Having clarified the meanings of the terms, the next step to take in choosing the level of building upgrade is to determine the initial quality of construction of the building in question. This is a critical step in determining the extent of the work to be undertaken. How does a building owner decide what level of upgrade his or her building merits? The simplest and most fundamental step is to investigate the historical society archives. Usually a record of historically important buildings will exist there in the form of old photographs and perhaps text describing a building's history. The owner looking at these photographs may ask himself or herself if the building's appearance has changed significantly through the years. If so, were the changes for better or worse? If the answer is that the building now looks better than it did in its early years, the building is probably a good candidate for a simple rehabilitation project. This would involve more or less a freshening up of the building's appearance and could be accomplished with minimal outlay of owner resources.

If, on the other hand, it is clear from the old photographs that the building was once much more attractive than it now is, then perhaps the building is a good candidate for a renovation or even an historic restoration. It is possible that architectural features that appear on the old building may still exist under a more recent alteration. If original architectural features have been removed, it is possible that they may be stored in the building's basement or on the upper floors.

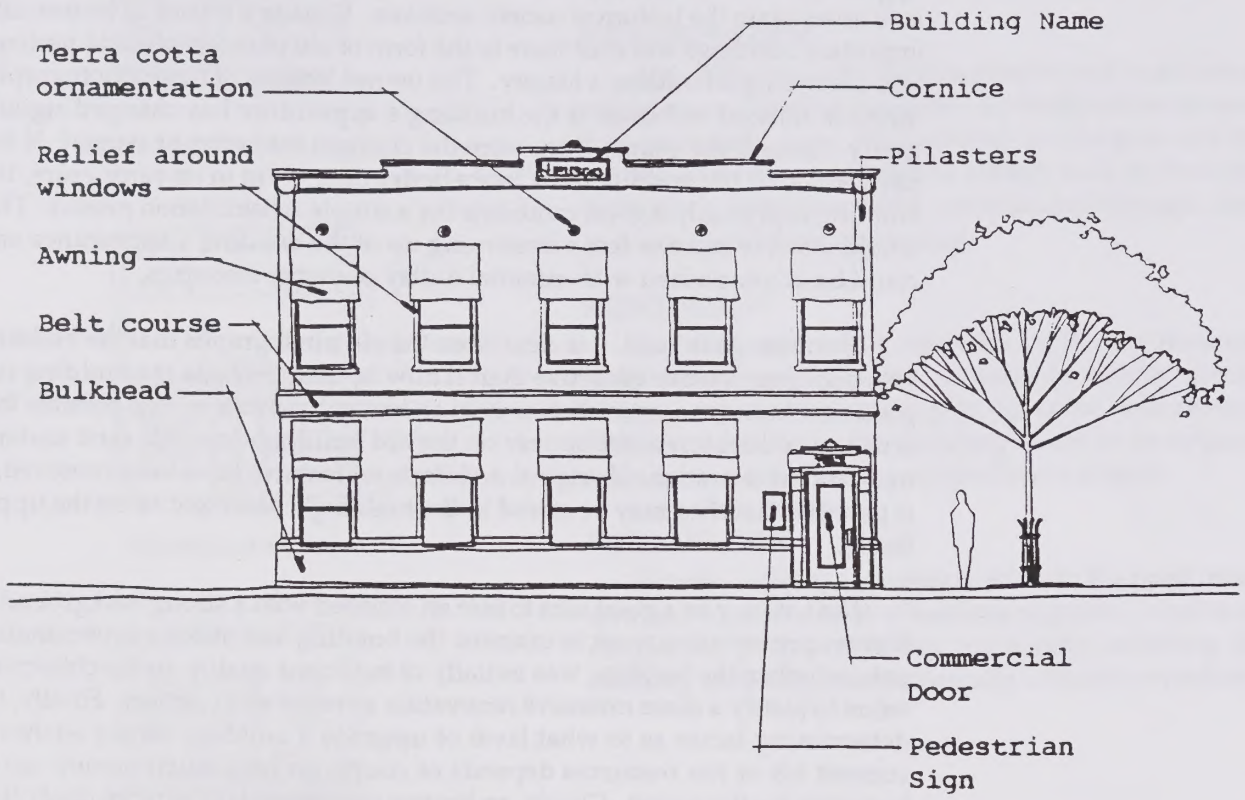
Next, it may be a good idea to hire an architect with a strong background in historic preservation work to examine the building and make a determination as to whether the building was initially of sufficient quality and architectural value to justify a more extensive renovation or restoration project. Finally, the determining factor as to what level of upgrade a building owner wishes to commit his or her resources depends of course on how much money can be budgeted for the project. Clearly, an historic restoration will be more costly than a simple rehabilitation, but the owner should keep in mind that this is another instance in which the level of outlay is proportional to the level of return.

In the case of downtown Lincoln there are many buildings which may easily be seen as candidates for each of the three categories of building upgrade work. The following specific existing downtown buildings are utilized as examples of rehabilitation, renovation, and historic restoration projects.

TYPICAL BUILDING FACADE REHABILITATION

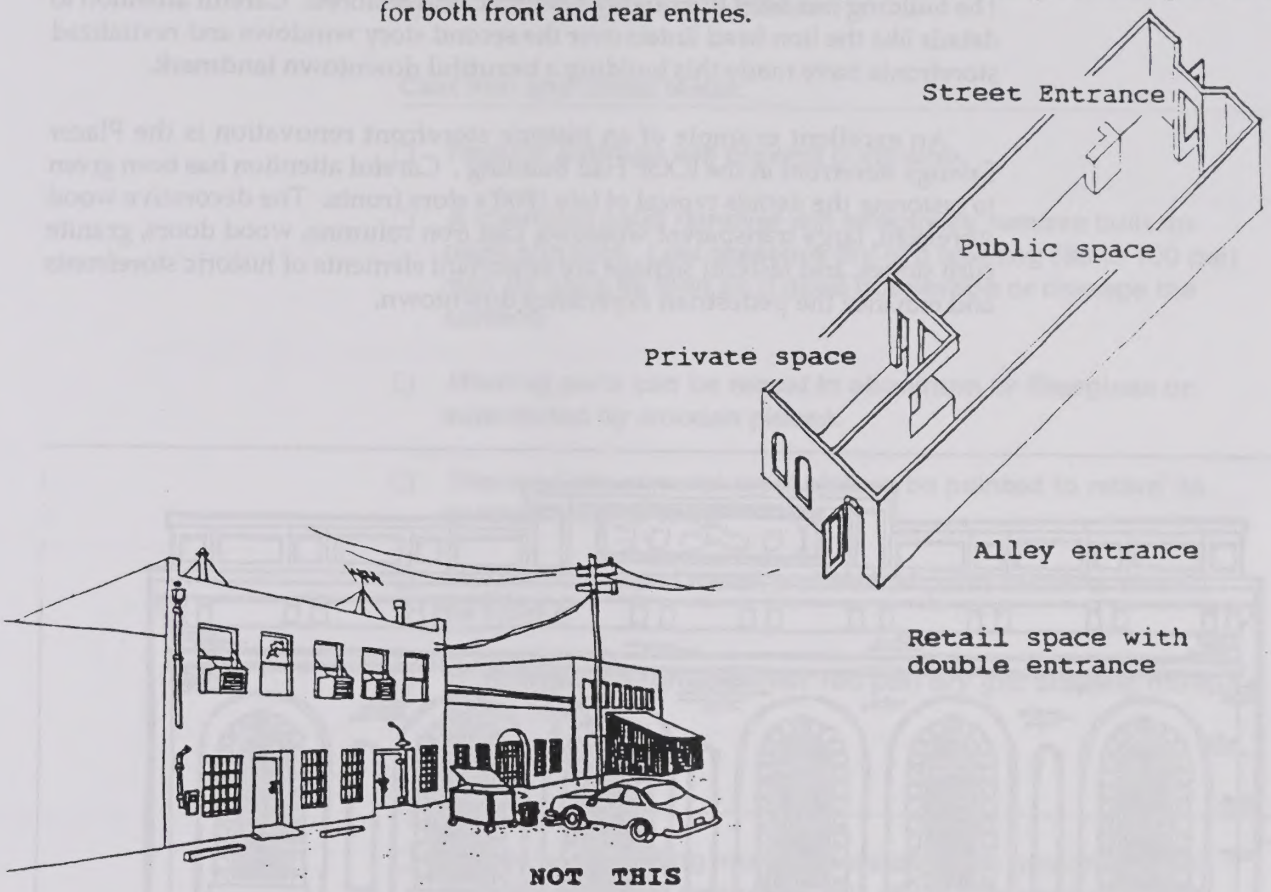
Nigro Building

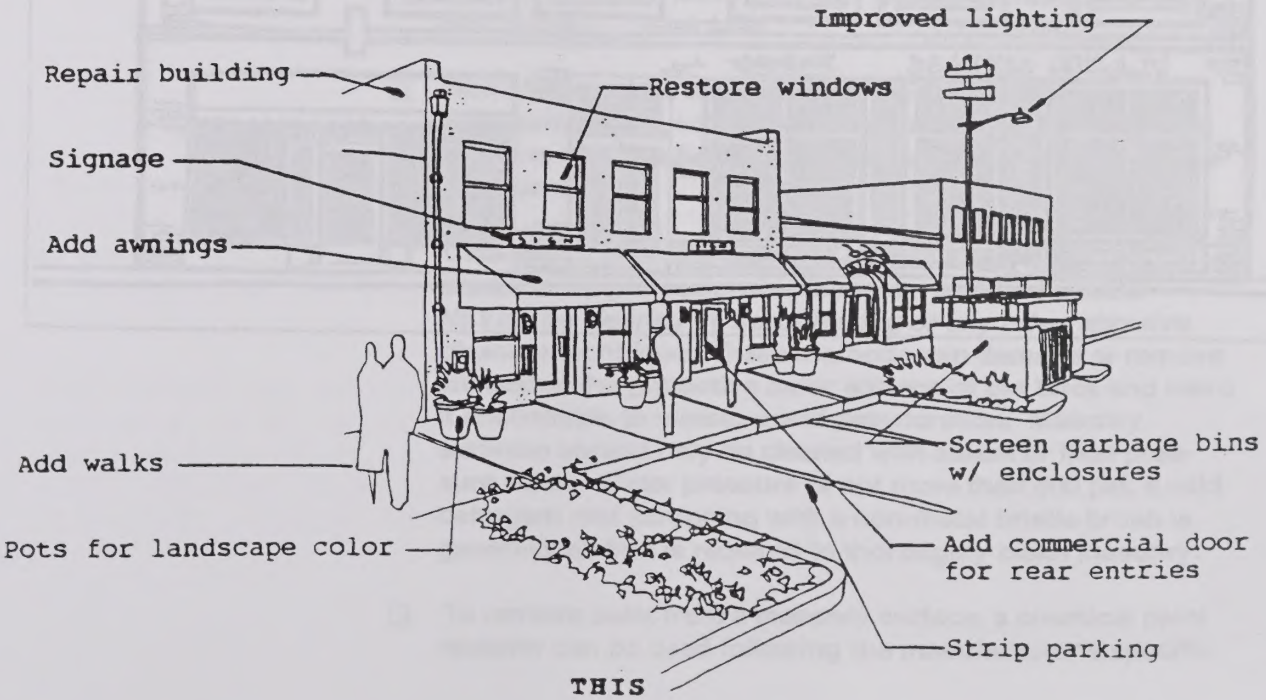
The following sketch illustrates how awnings, decorative trim, and new signs can improve the relationship of existing buildings to Old Town.



TYPICAL ALLEY RENOVATIONS

Alley areas offer downtown merchants the opportunity to expand their business potential. Alley entries can be improved with awnings and signs. Walks, landscaping, and restriped parking can make stores more accessible and appealing to shoppers. Interior retail spaces can usually be redesigned to allow for both front and rear entries.





HISTORIC RESTORATION

IOOF Hall

The IOOF Hall at 625 5th Street is a good example of an historic renovation. The building has been thoroughly repainted and restored. Careful attention to details like the lion head lintels over the second story windows and revitalized storefronts have made this building a beautiful downtown landmark.

An excellent example of an historic storefront renovation is the Placer Savings storefront in the IOOF Hall Building . Careful attention has been given to restoring the details typical of late 1800's store fronts. The decorative wood storefront, large transparent windows, cast iron columns, wood doors, granite curb stones, and tasteful signage are important elements of historic storefronts and enhance the pedestrian experience downtown.

RESTORATION TECHNIQUES

The following is a general list of building restoration techniques that are designed to assure the continued life of an historic building in a condition as close as possible to its original state. Refer to the Technical Appendix for more detailed restoration standards and techniques for historic buildings published by the U.S. Secretary of the Interior.

Cast Iron and Sheet Metal:

- ❑ **Regular painting will prevent corrosion.**
- ❑ **A chemical paint remover will effectively remove built up paint and rust. Low pressure dry grit blasting (80 to 100 psi) may be used as long as it does not abrade or damage the surface.**
- ❑ **Missing parts can be recast in aluminum or fiberglass or substituted by wooden pieces.**
- ❑ **Stamped sheet metal must always be painted to retard its susceptibility to rust.**
- ❑ **To clean stamped metal, a chemical paint remover should be used.**
- ❑ **High pressure (greater than 100 psi) dry grit blasting must never be used.**

Masonry:

- ❑ **Loose or crumbling mortar joints between masonry units that are recessed more than 1/2" should be repointed with new mortar.**
- ❑ **New mortar joints should match the original in style, size, composition, and color. Typical mortar for older buildings contains one part Portland cement to two parts lime to nine parts sand.**
- ❑ **Cleaning of masonry surfaces should always be done by experienced professionals. Masonry surfaces should *NEVER be cleaned by sandblasting or any other abrasive cleaning technique.* These methods can damage or remove altogether the protective outer surface of the brick and leave it susceptible to moisture and deterioration. Masonry surfaces should only be cleaned with steam or high pressure water. Water pressure of not more than 600 psi, a mild detergent and scrubbing with a non-metal bristle brush is generally all that is required to thoroughly clean masonry.**
- ❑ **To remove paint from a masonry surface, a chemical paint remover can be used following the manufacturer's specific**

instructions. Chemical removers can be either alkaline or acidic. Acidic cleaners or removers should never be used on marble or limestone.

- ❑ A masonry building should never be cleaned when there is any potential for frost because trapped water can freeze and crack the masonry.

- ❑ Exposed masonry should not be painted unless it is necessary to protect the surface.

Windows:

- ❑ All wooden window frames should be checked for deterioration and replaced if necessary.

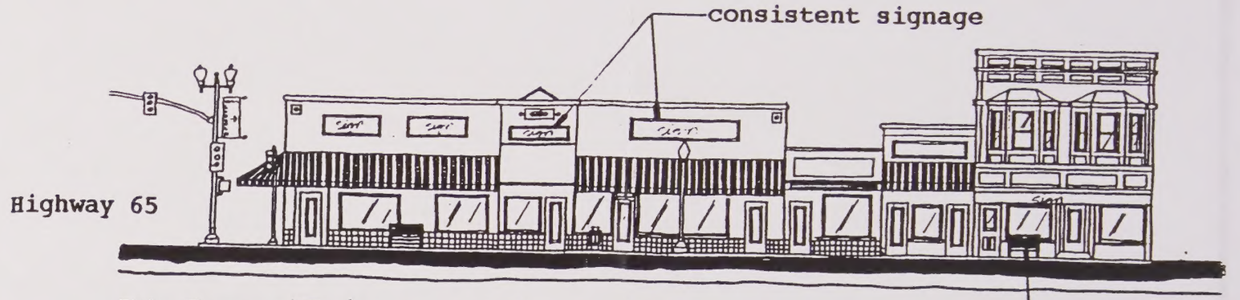
- ❑ Cracks in the wood should be filled with wood putty and the surface sanded.

- ❑ Loose glazing putty should be replaced.

Exterior Woodwork:

- ❑ Exterior woodwork that is soft and rotted can often be repaired by renailing, filling rotted areas with wood putty, sanding, then priming and repainting the wood.

- ❑ Wood pieces that are extensively rotted or missing should be replaced by a carpenter and matched to the original and / or existing wood.

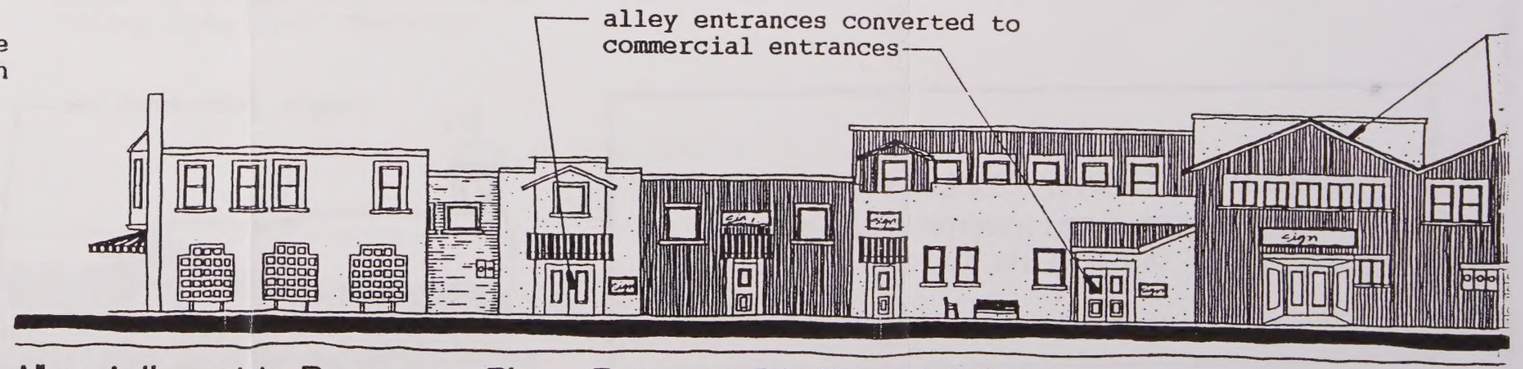


5th Street Between Highway 65 and F St.
South Elevation

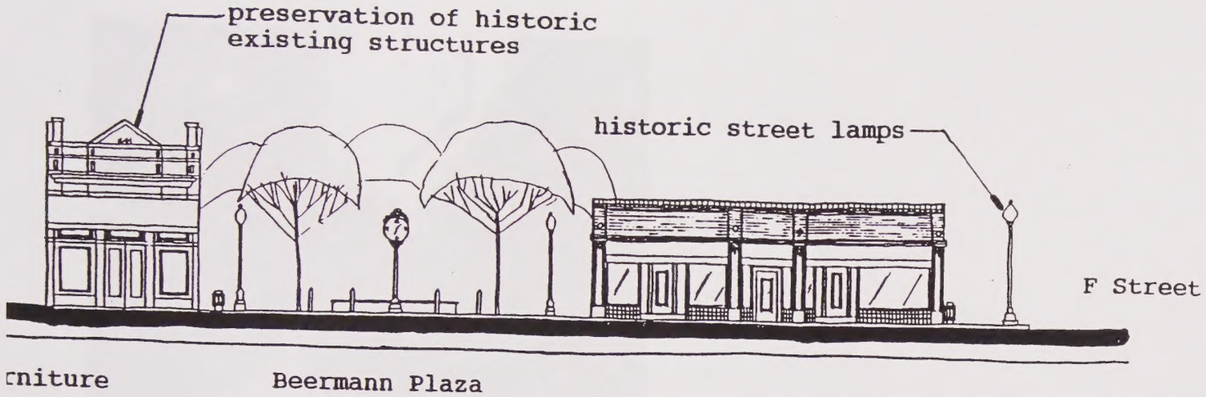
Highway 65 Between 7th St. and 5th St. West Eleva

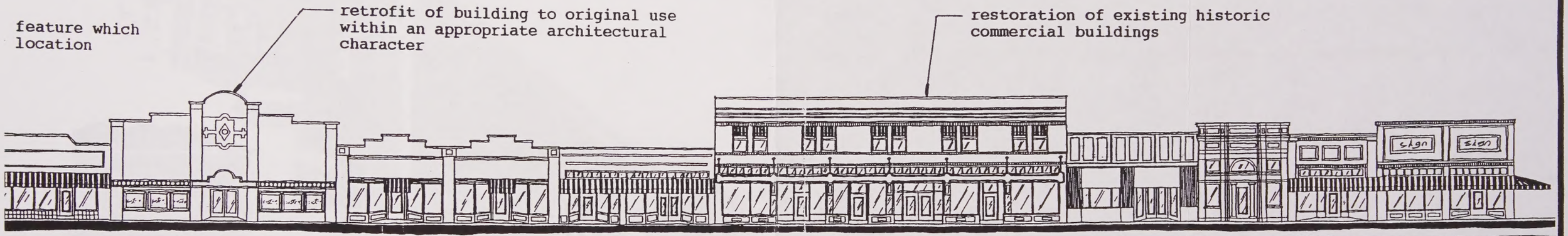
These elevations of some of the major blocks in downtown Lincoln are site specific representations of what the existing areas could one day become after application of the urban design and planning concepts presented in the Downtown Urban Design Plan.

The elevations empasize such principles as preservation and restoration of existing historic structures, new infill construction that is in character with the existing architectural vocabulary, and consistent and visually appealing signage and street furniture.



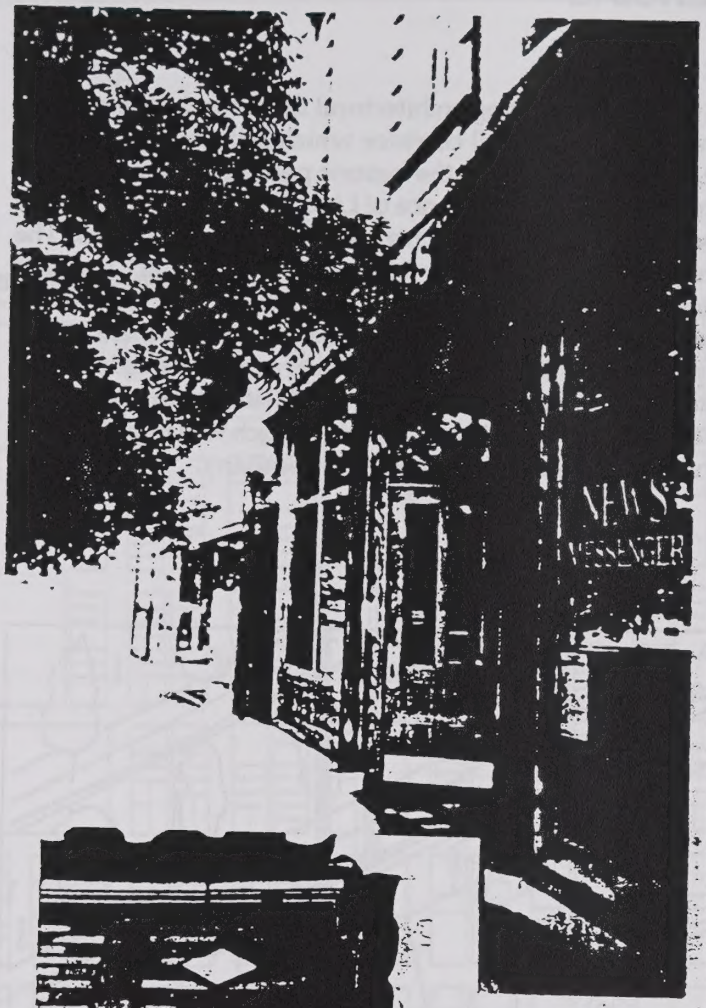
Alley Adjacent to Beermann Plaza Between 5th St. and 6th St.
East Elevation

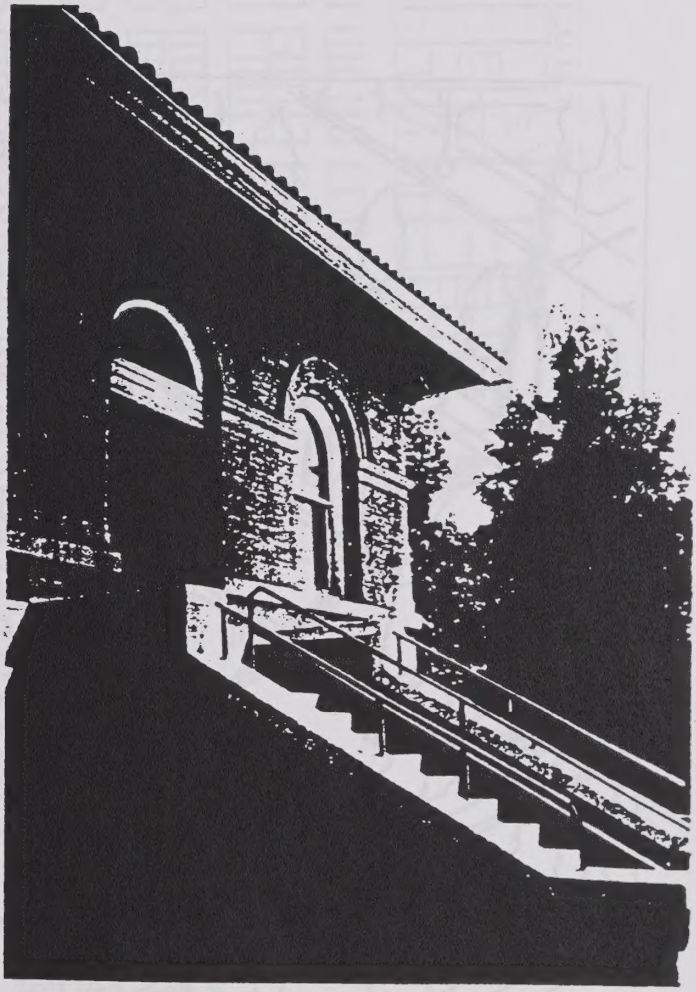




DOWNTOWN IMPROVEMENT ELEVATIONS

LINCOLN DOWNTOWN URBAN DESIGN PLAN
CITY OF LINCOLN, CA.

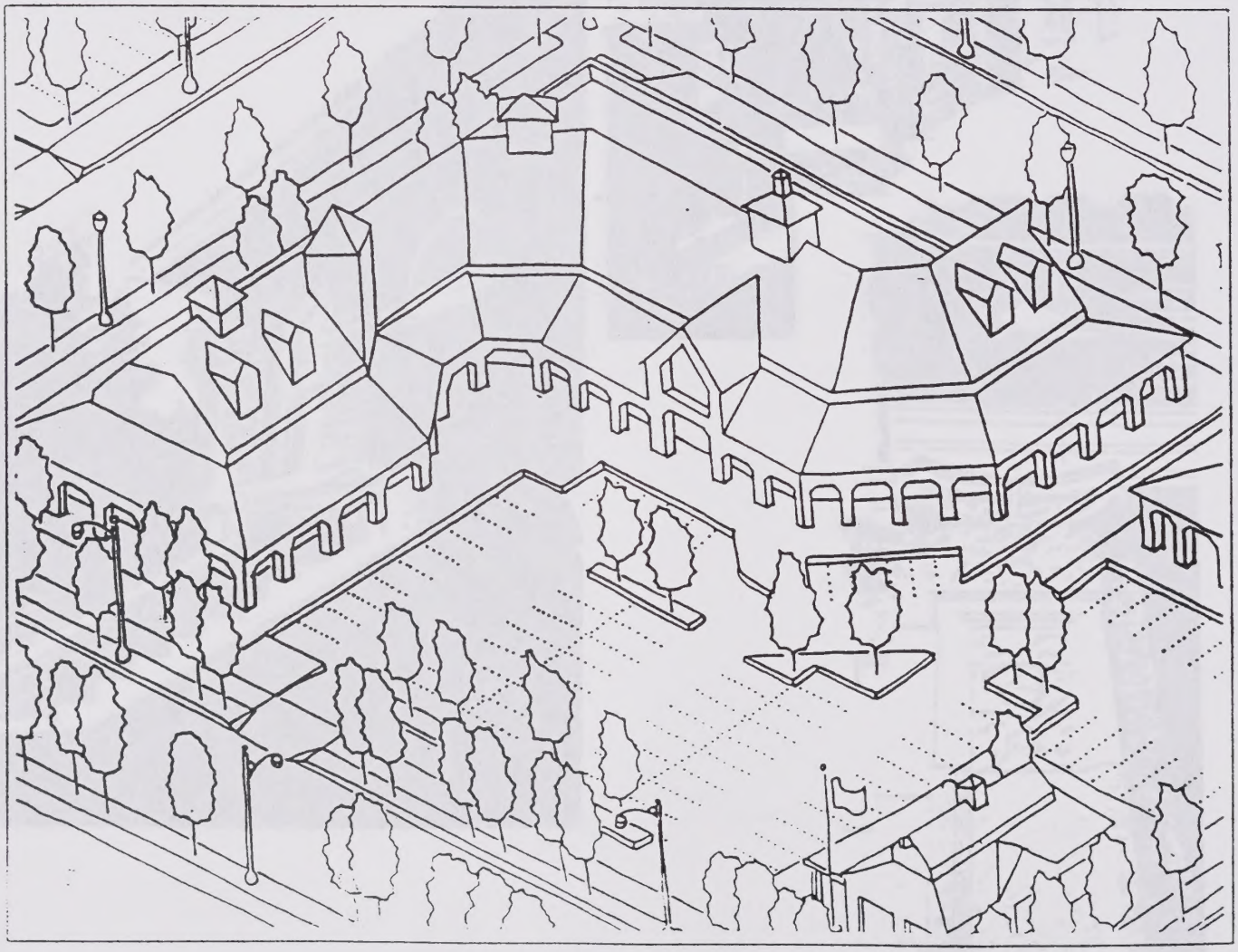


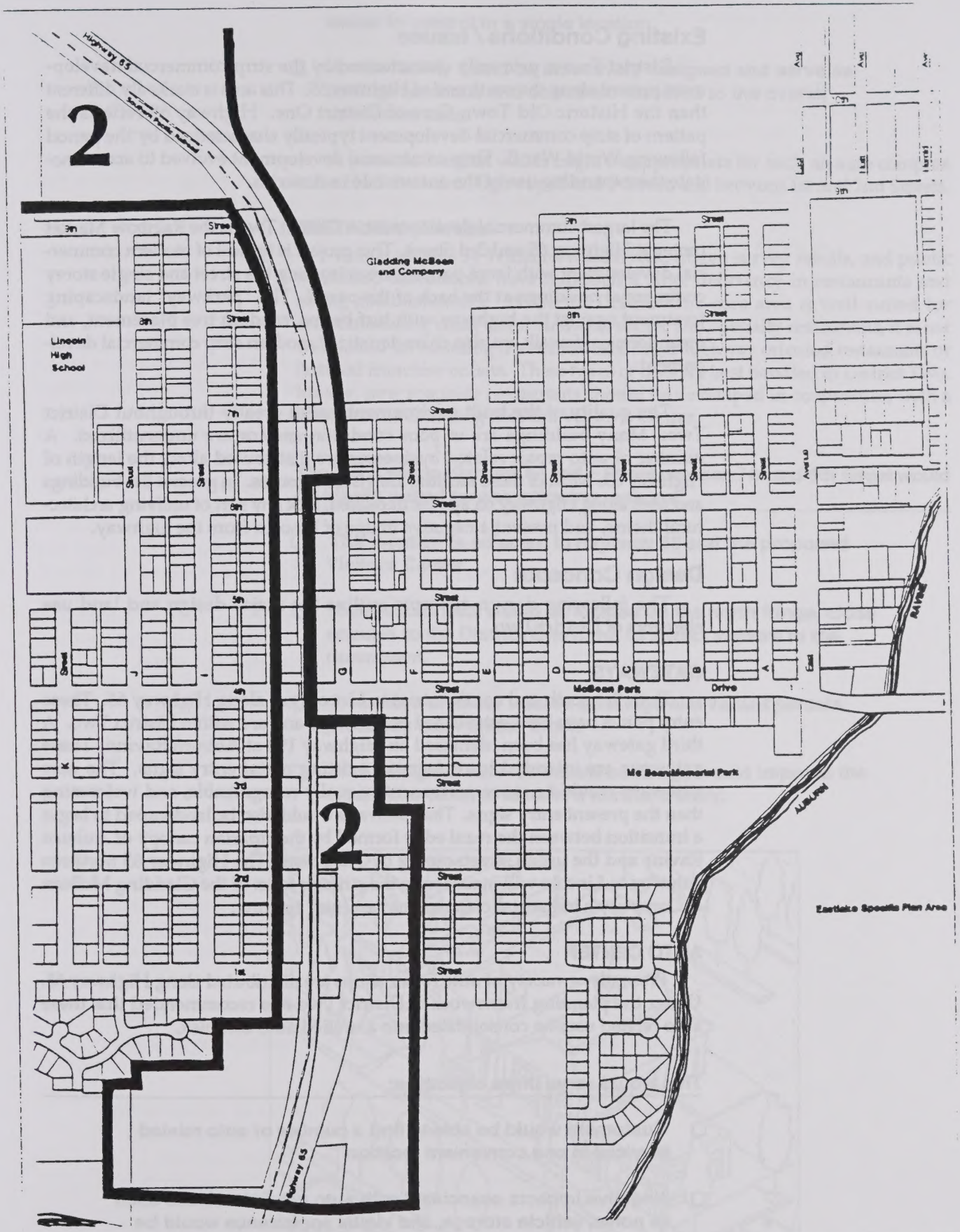


7.2 DISTRICT 2 HIGHWAY COMMERCIAL

District Concept

District Two will establish a unifying architectural theme and development pattern for the Highway 65 commercial corridor which will reflect Lincoln's small town character and coordinate with the historic pedestrian nature of Old Town. The intent is to improve the appearance of Lincoln to highway travelers and shoppers while accommodating modern highway oriented businesses. The quality of development found at Rainbow Market is a good start towards improving the appearance and function of District Two. However, the following guidelines will help establish a pattern of commercial development which better balances the parking demand of automobiles with the needs of the pedestrian. Architecturally, District Two will be unified with a common design theme which celebrates Lincoln's small town character which was influenced by the railroad, agriculture, and the Gladding McBean Company.




2
Highway 65
Southern Pacific Railroad
Gladding McBean and Company
Lincoln High School
Street
Avenue
McBean Park
Drive
East
Railroad
Auburn
Mc Beam Memorial Park
Eastlake Specific Plan Area
Railway 65
2

Existing Conditions / Issues

District Two is primarily characterized by the strip commercial development present along the south end of Highway 65. This area is markedly different than the Historic Old Town Core of District One. Highway 65 reflects the pattern of strip commercial development typically characterized by the period following World War II. Strip commercial development evolved to accommodate the expanding use of the automobile in America.

The largest commercial development in District Two is the Rainbow Market center at Highway 65 and 3rd Street. This project is typical of modern commercial development with large parking areas fronting the street and single storey commercial buildings at the back of the parcel. The "parkway" landscaping treatment against the highway with turf berms, random tree placement, and meandering sidewalk are also characteristic of modern strip commercial development.

The quality of the built environment varies greatly throughout District Two. Many buildings are in poor condition and/or are underutilized. A number of auto repair related businesses are distributed along the length of Highway 65. Most of these facilities are visual eyesores. In general the buildings and uses along Highway 65 appear unrelated, lack any sort of unifying architectural theme, and present a negative image of Lincoln from the highway.

Design Concepts

The following design concepts outline the major design and land use elements of District Two.

GATEWAYS

Both the north and south entries to Lincoln are along Highway 65. These entry points have been established as gateways and are within District Two. A third gateway has been identified on Highway 193 at Auburn Ravine. These gateways are intended to replace the existing metal entry signs. The new gateways would be more permanent, visually recognizable, and welcoming than the present entry signs. The gateways would also be landscaped to begin a transition between the rural edge formed by the riparian canopy of Auburn Ravine and the urban streetscaping of Old Town. The Highway 65 northern gateway to Lincoln will incorporate the striking form of the Gladding McBean & Company's industrial complex into an entry feature .

AUTO CENTER

Presently, a variety of auto repair shops are distributed along Highway 65. Under the planning framework of District Two it is recommended that these auto related uses be consolidated into a unified auto complex.

This would serve three objectives:

- ❑ **Customers would be able to find a number of auto related services in one convenient location**
- ❑ **Negative impacts associated with auto repair business such as noise, vehicle storage, and visual appearance would be**

easier to control in a single location.

- **A new facility could be attractively designed and serve as both an aesthetic and economic resource to the overall downtown area.**

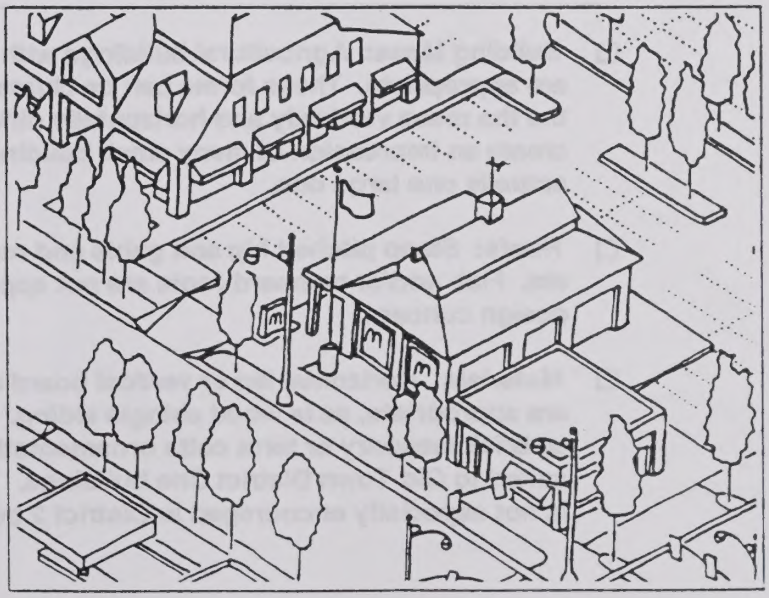
A possible location which might be appropriate for such an auto complex is the block between Highway 65 and F Street, and between 1st and 2nd Streets.

RESTAURANT AREA

Market studies by Williams-Kuebelbeck, citizen survey results, and public workshop discussions have indicated a large deficiency in restaurants and eating establishments. While the District One core area is well suited for accommodating small cafes, sandwich shops, and specialty restaurants, it is not well suited for handling the demands of larger highway oriented restaurants or fastfood franchise outlets. These types of uses are best handled in District Two. Ideally, new roadside restaurants should be developed in conjunction with a Downtown/Gladding McBean Visitor's Center.

The block within Highway 65 and F Street between 7th and 6th Street would be ideally suited for the following reasons.

- **The location is adjacent to Highway 65 and the proposed Visitors Center**
- **New restaurants would be located on the north fringe, close enough to the District One Core, to attract visitors to the downtown.**
- **A number of under utilized buildings and vacant parcels presently exist on the block.**
- **Well designed new restaurant buildings would improve the visual character of Lincoln's northern entry.**



New Development

REASONS FOR A DESIGN THEME

The Highway Commercial District 2 is crucially important in terms of the role it plays in giving a first impression of Lincoln. Highway 65 bisects District 2 and carries all northbound and southbound motorists into and through Lincoln. It seems that this is the most logical area for Lincoln to express its unique sense of place. It is also important to develop a design concept for this district that circumvent the typically poor quality of design that has previously characterized strip commercial development in cities and towns all over the country. These strip commercial buildings are generic in nature, displaying a remarkable lack of sensitivity to both the pedestrian and the city in which they are located. They are stark, utilitarian structures which are geared strictly towards the automobile. Casual window shopping is strongly discouraged by these building forms. While the importance of the automobile in bringing customers to merchants cannot be ignored, it is unlikely that the perpetuation of this type of development will continue to be an intelligent marketing strategy for towns and businesses. The City of Lincoln is clearly interested in making an attractive presentation of itself to visitors and potential customers entering and passing through on Highway 65. It is important that future highway commercial development can accommodate both the automobile and the pedestrian.

What is Lincoln's unique sense of place and how can that be expressed in future District 2 development? It is necessary to pose these questions and answer them so that a justifiable design concept can be developed for the area. The best place to start may be a look at how District 2 has functioned historically, and then to draw design influences from that history. In the past the use and architecture of District 2 has been heavily influenced by the railroad and agrarian industries upon which Lincoln was founded and prospered. These influences can best be expressed architecturally in District 2 through the use of building forms, materials, and elements which bear a relationship to historic railroad and agrarian buildings. The following is a list of architectural features which may be seen as appropriate to the design concept. Please also refer to the accompanying illustrations on page 7-46.

Recommended Thematic Elements:

- **Building Mass: Agricultural buildings with barnlike forms are appropriate. These forms can be clustered together and the the mass vertically and horizontally differentiated to create an impression of many small buildings where there is actually one large one.**

- **Roofs: Steep pitched hip and gable end roofs are appropriate. Flat and/or mansard roofs are not appropriate to this design concept.**

- **Materials: Horizontal lap or vertical board and batten siding are appropriate, as is wood shingle siding. Materials such as brick masonry or terra cotta ornamentation are best suited to Old Town District One buildings. The use of stucco is not especially encouraged in District 2 but it can be an**

acceptable exterior finish material in this district if used in a limited and sensitive way.

- Eaves, Canopies, & Arcades: These features are attractive in any commercial development. An appropriate articulation of them in District 2 would be through the use of heavy timber posts supporting long roof overhangs to form an arcade or supporting an overhead trellis structure which can be planted with vines to form an eventual live green canopy.

- Doors: Use of clear glass doors set in wood or aluminum (anodized or painted) frames is appropriate.

- Windows: Texture and visual interest are created through the use of multi-paned windows. Again, clear glass is the best way for businesses to display their wares as well as present a unified appearance from the exterior. Dormer and clerestory windows are also appropriate.

- Decorative Elements: Architectural elements such as a free standing windmill bearing signage and serving as a landmark element, roof cupolas, wrought iron weather vanes, fabric awnings, and "barnyard" or squared off arches are appropriate to the District 2 design concept.

District Two Design Guidelines

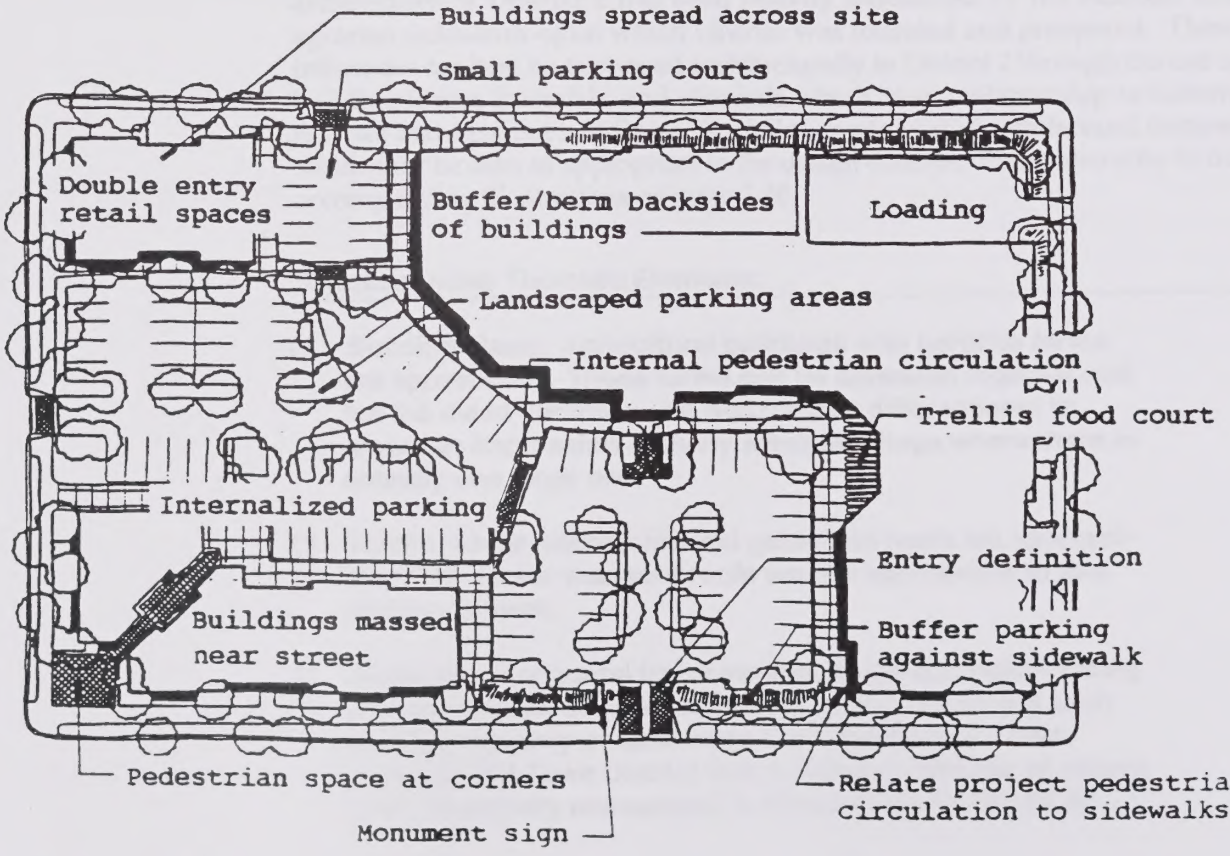
The following guidelines are specifically intended to improve the appearance and function of highway commercial buildings in District Two. These guidelines differ substantially from those of District One and respond to the emphasis on the automobile rather than the pedestrian.

Guideline 2A
Building Siting

The present pattern of development in District Two is highly influenced by the need to accommodate parking. Typically, the streetside half of a property is occupied by parking while the commercial building is located at the back of the property. The resulting large parking areas separate buildings from the street resulting in a stark environment along the street frontage.

Recommendations

- ☐ **Separate the building and parking lots into smaller modules which can be intermixed across the site.**
- ☐ **Site buildings near the street at intersection corners and development entries.**
- ☐ **The majority of parking should be internalized within the overall project development.**



Guideline 2B
Pedestrian Orientation

Currently District Two is strictly an auto oriented area. Walking there is not only unpleasant but it can be dangerous as well. New commercial development should do a better job of balancing pedestrian and automotive circulation.

Recommendations

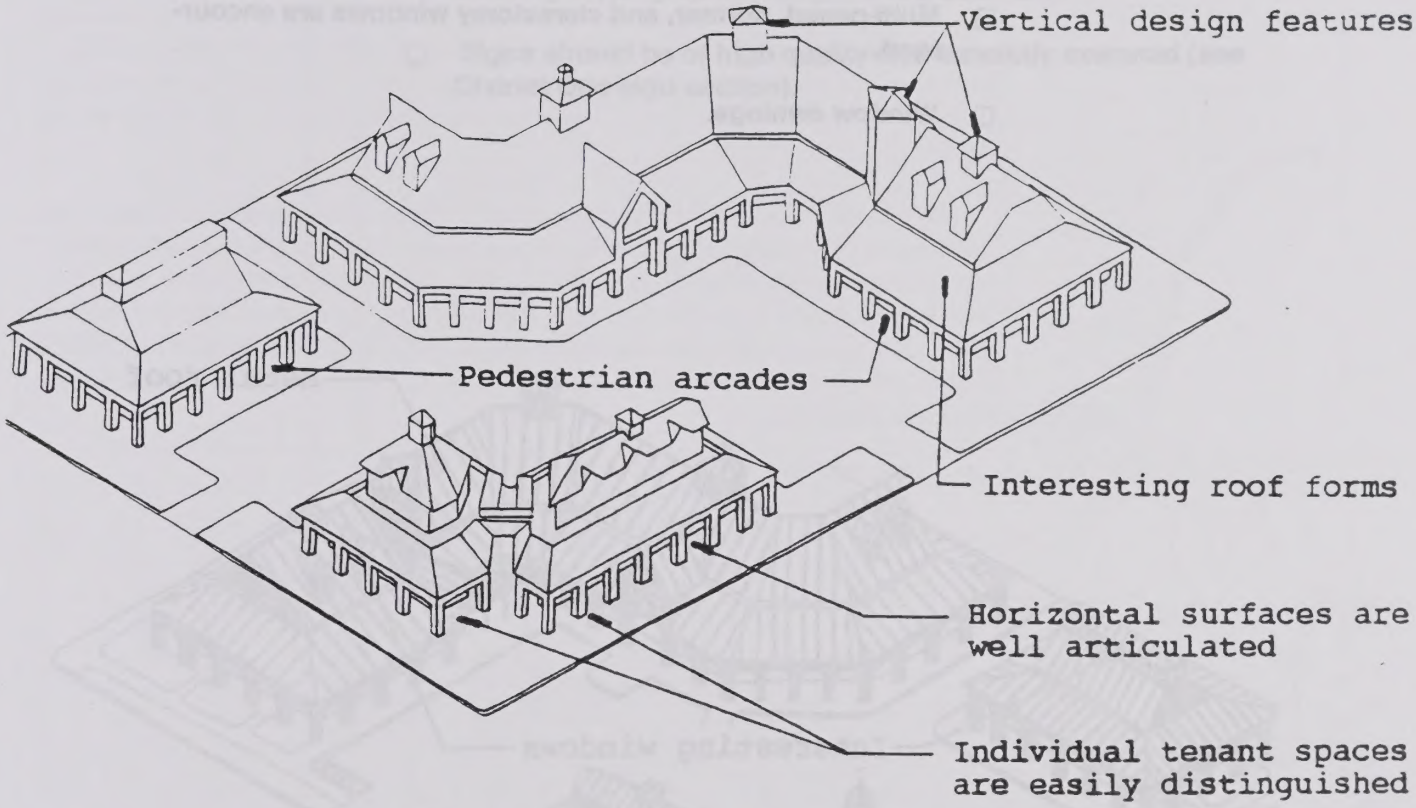
- ❑ **Place buildings with display windows, outdoor eating areas, entries, etc. near the sidewalks.**
- ❑ **Encourage two sided commercial buildings around the outer perimeter of the site with entries facing the sidewalk and the parking lot.**
- ❑ **Design internal pedestrian circulation to logically relate to the surrounding sidewalks.**
- ❑ **Provide landscape buffering between sidewalks and parking areas. Consider providing amenities at key pedestrian nodes, such as plazas, fountains, benches, sculpture, pergolas,etc.**
- ❑ **Parking areas should be well landscaped to provide shade and reduce their visual impact.**

Guideline 2C
Building Massing and Design

Existing buildings within District Two generally lack character. The are boxy, one story commercial buildings with flat roofs. These buildings do not characterize or enhance Lincoln's small town character. The following guidelines are intended to provide the framework necessary to ensure that new construction in District Two is creatively designed in response to Lincoln's small town character.

Recommendations

- ❑ **Avoid building with lengthy, flat horizontal facades. Buildings should have vertical elements and articulation of horizontal surfaces. Varied heights and distinctive massing of forms is encouraged.**
- ❑ **Long blank walls are discouraged.**
- ❑ **Articulate the mass of the building so that individual tenant spaces are identifiable in overall building form.**
- ❑ **Consider second storeys for offices.**
- ❑ **Buildings with interesting sloped roof forms are encouraged.**
- ❑ **Pedestrian arcades should be part of the overall building design.**
- ❑ **Use of vertical features which emphasize the District Two theme are encouraged. Features like water towers, clock towers, windmills, etc., are good examples.**
- ❑ **A building's mechanical system must not be visible from surrounding streets.**
- ❑ **Buildings should have muted natural and light colors which reflect the nature of the exterior materials. Bright accent colors, tastefully applied to doors, windows and other architectural details are encouraged.**

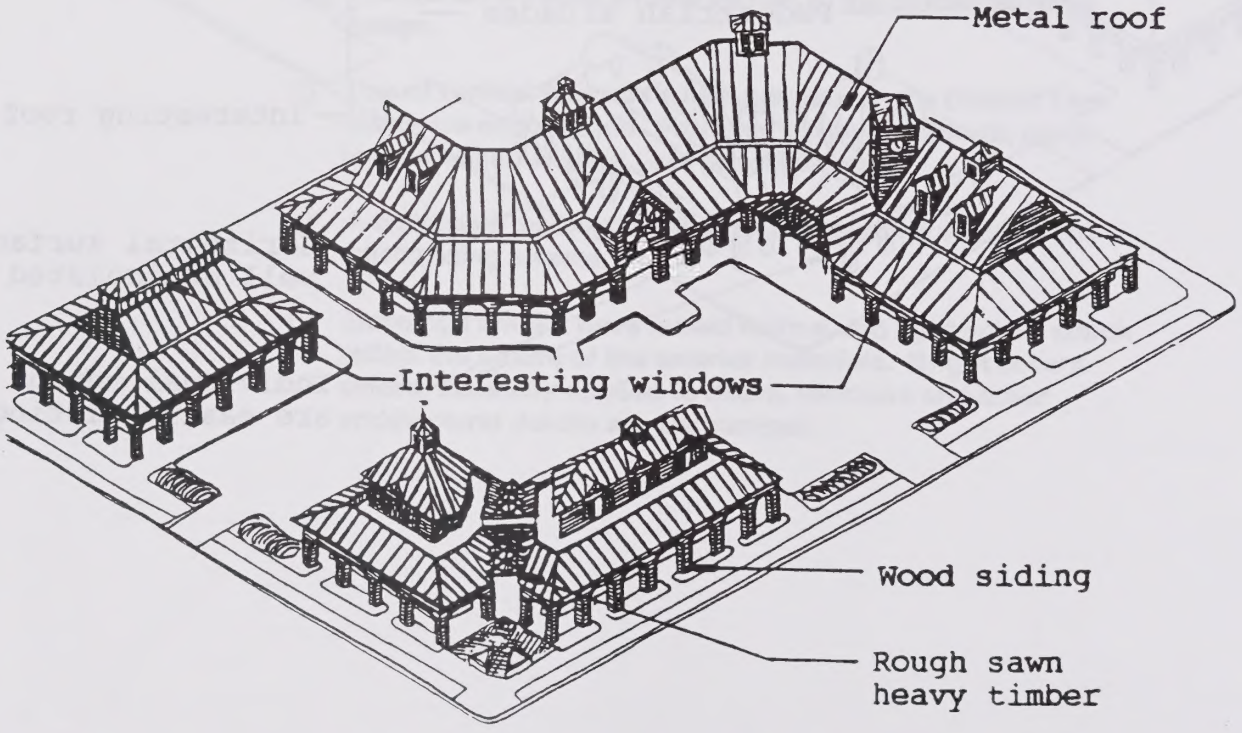

Vertical design features
Pedestrian arcades
Interesting roof forms
Horizontal surfaces are well articulated
Individual tenant spaces are easily distinguished

Guideline 2D
Materials

Materials used on buildings should reflect the District's agrarian/railroad character.

Recommended

- ❑ **Rough cut wood features**
- ❑ **Hipped, gabled, gambrel metal roofs**
- ❑ **Masonry · Board & batten and lap siding**
- ❑ **Split face masonry.**
- ❑ **Multi-paned, dormer, and clerestorey windows are encouraged.**
- ❑ **Window awnings.**



Guideline 2E
Signage

Individual tenant signs which compete with each other or vary in style detract from the overall commercial development.

Recommendations

- **Each commercial development should have a single roadside monument sign which is integrated into the project's landscaping and overall design. Vertical pole type signs are discouraged.**
- **Within a development, all individual tenant signs should be coordinated with the character of the development (colors, lettering style, graphic design, and placement).**
- **Signs should be of high quality and tastefully executed (see District One sign section).**

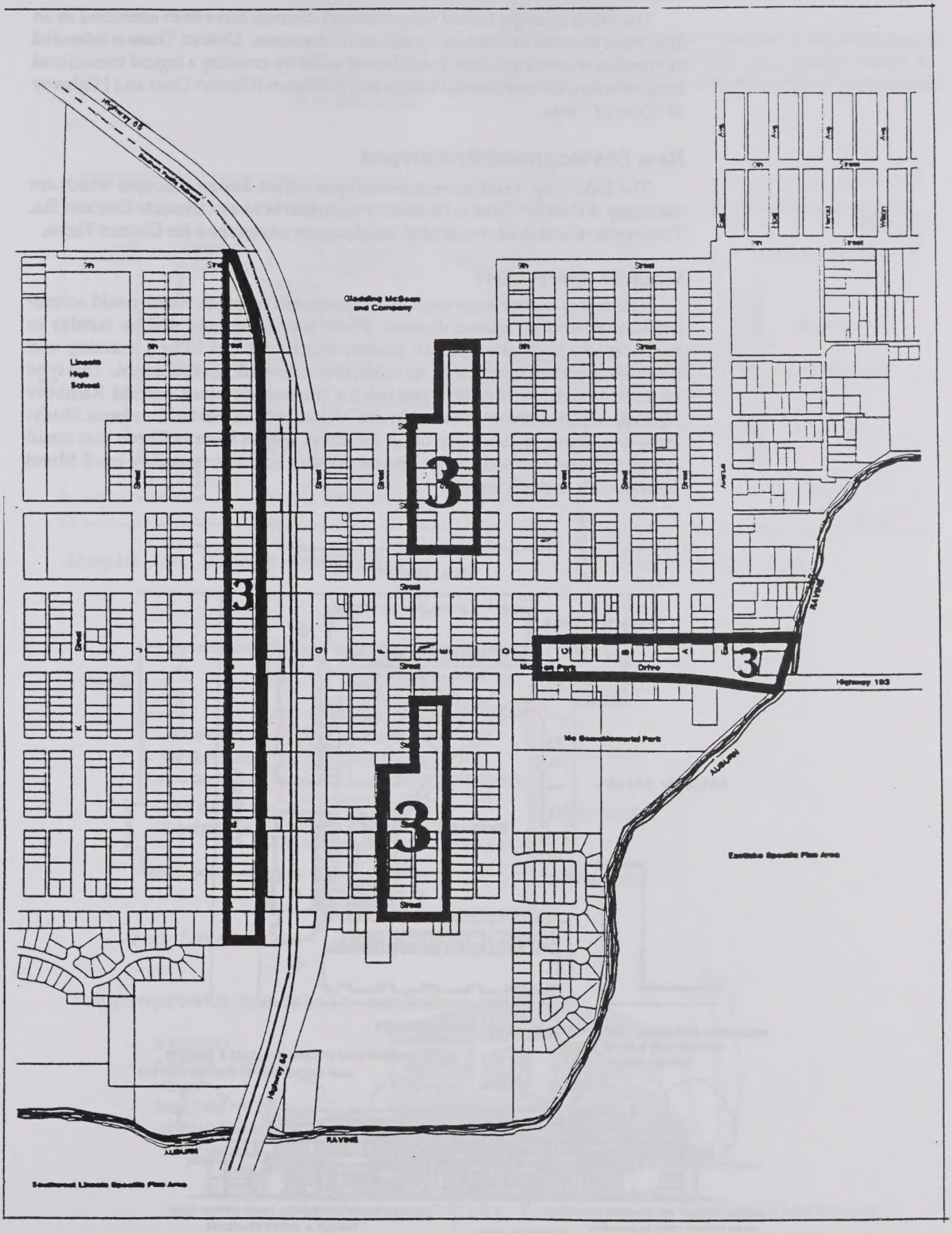
DISTRICT 3 MIXED USE RESIDENTIAL

District Concept

District Three is envisioned as becoming a transitional mixed use and multifamily development zone. District Three will ease the transition from the dense commercial core of District One to the low density residential pattern of District Six. District Three will also serve to provide an area to accommodate the projected need for multifamily housing as identified in the Willams-Kuebelbeck Economic Study. To accomplish this transition, District Three will be a mix of the characteristics of both District One and District Six.

District Three will be primarily a residential neighborhood like District Six. However, District Three will accommodate a variety of higher density residential dwellings, such as walk-up apartments, townhomes, and duplexes. The form of District Three will combine elements from both District One and Six. Apartments and townhouses will be massed and oriented towards the sidewalk in a manner similar to the pattern established for District One. Articulation and architectural character of these units will reflect the styles of the single family homes found in District Six. For example, multifamily units will have rooflines, porches, windows and exterior materials similar to those found on homes in District Six.

By no means is the Downtown Urban Design Plan intended to "force" the conversion of existing single family homes (particularly those of historic significance) located within the District Three area. It is instead intended to allow for the conversion of these properties if and when market forces warrant such a transition in residential densities. However, large vacant properties in District Three are expected to develop consistent with the Downtown Urban Design Plan Guidelines.


Highway 6
Union Pacific Railroad
9th Street
Gladding McBean and Company
Lincoln High School
3
3
3
3
Street
Avenue
Drive
Highway 193
Highway 65
RAVINE
ALLEYWAY
Southeast Lincoln Specific Plan Area
Eastside Specific Plan Area

Issues and Existing Conditions

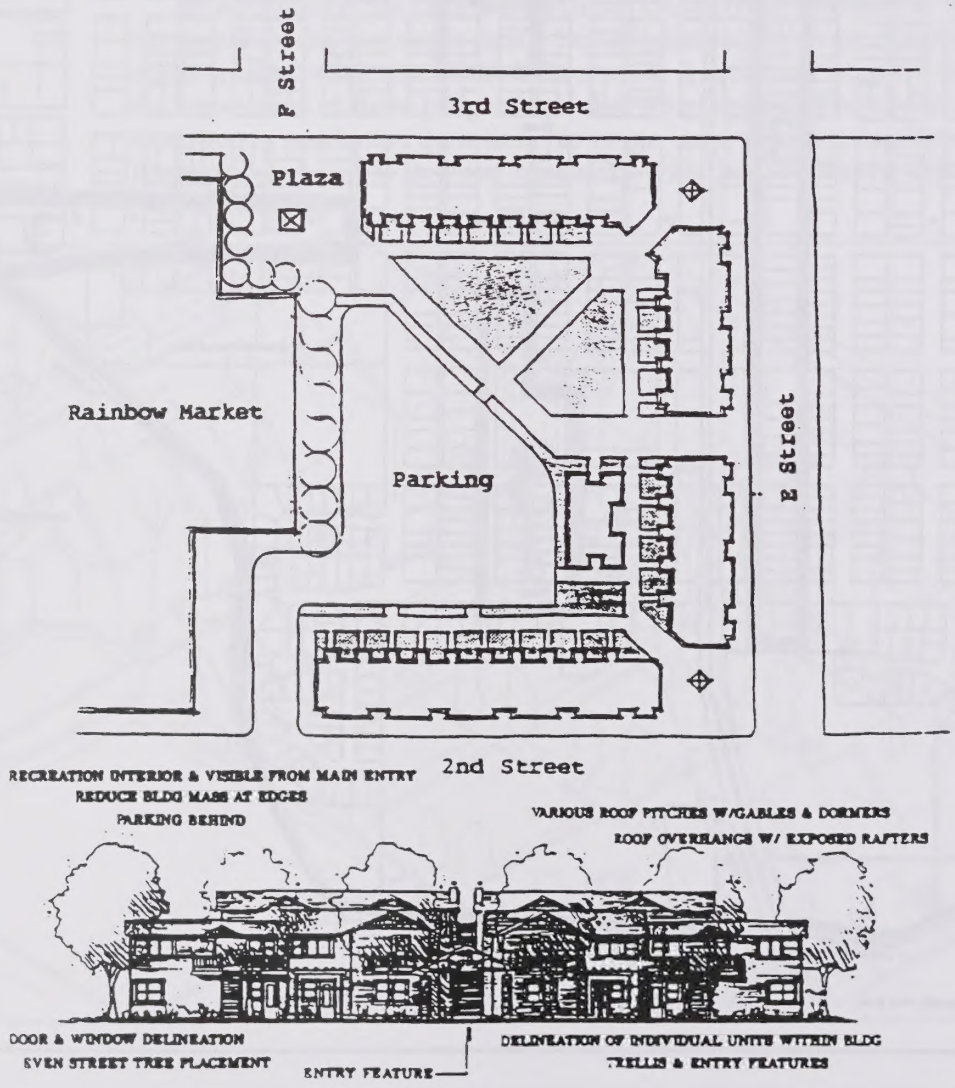
The existing single family neighborhood districts have been identified as an important element of Lincoln's small town character. District Three is intended to preserve these single family residential areas by creating a logical transitional zone between the commercial nature of downtown (District One) and Highway 65 (District Two).

New Development Prototypes

The following development prototypes reflect design concepts which are necessary if District Three is to create a transition between Districts One and Six. Two types of attached residential building are envisioned for District Three.

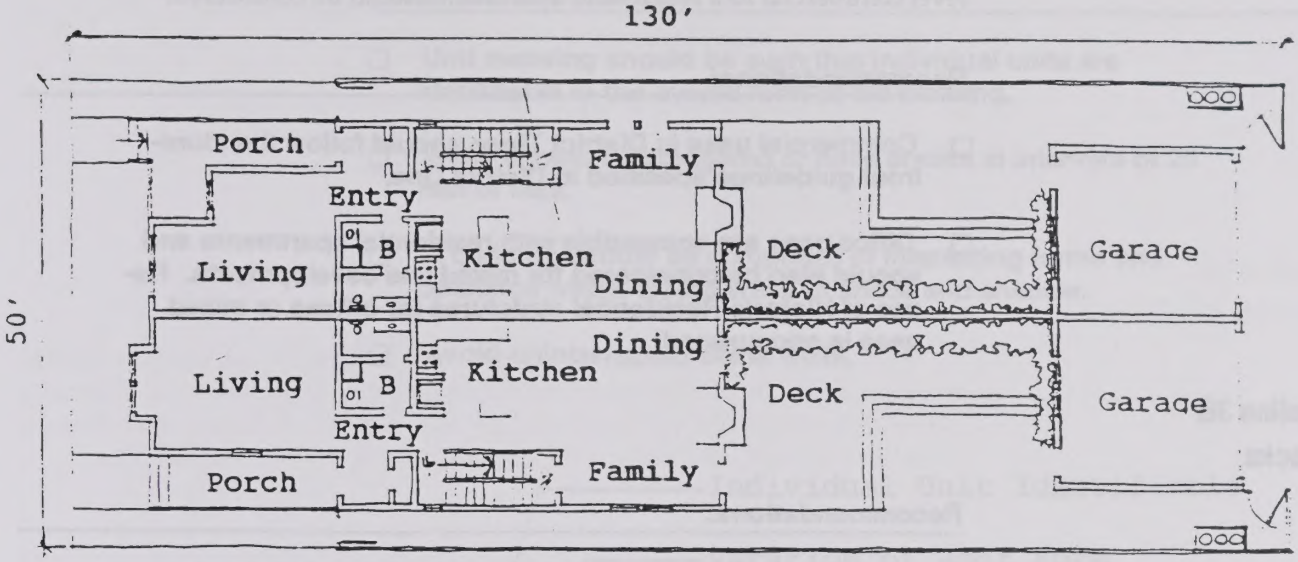
WALKUP APARTMENT

The first is a large scale residential apartment complex which could accommodate limited commercial uses. These developments will be similar in function to a typical suburban garden apartment but have a massing and sidewalk orientation similar to an urban low-rise, walk up apartment. This type of development is ideally intended for the vacant block behind Rainbow Market, which is recommended in the Williams-Kuebelbeck Economic Study. However, there are possibly other locations within District Three that could accommodate a scaled down version of this concept (possibly on E Street between 5th and 6th Street).

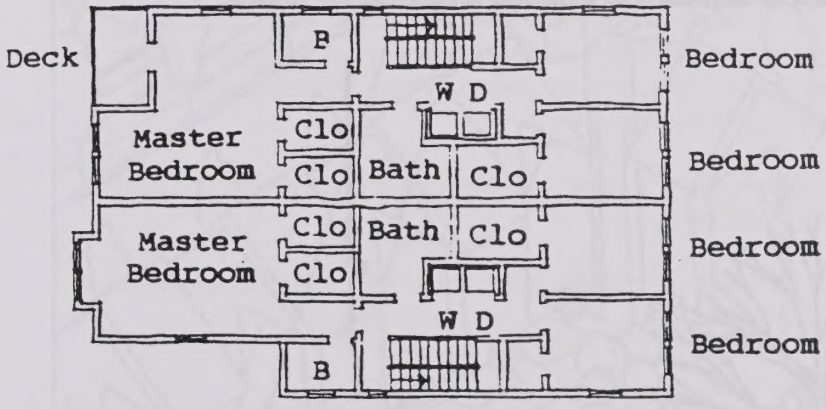


SINGLE LOT MODULE TOWNHOUSE

The second type of residential unit is intended to provide a parcel-by-parcel infill on vacant lots in District Three. This townhouse design would be compatible with existing single family dwellings and the commercial character of District One.



Single Lot Duplex Townhouse 1st Level Floor Plan



2nd Level Plan

Appropriate materials include:

- *stucco*
- *terra cotta*
- *wood*
- *barrel tile*
- *wrought iron*

Single Lot Duplex Townhouse Street Elevation

District Three Design Guidelines

Guideline 3A
Mixed Uses

In some cases, multifamily units may be located on or near commercial areas of 5th Street or F Street. In certain cases a mixed use approach of adding street level commercial to a residential apartment should be considered.

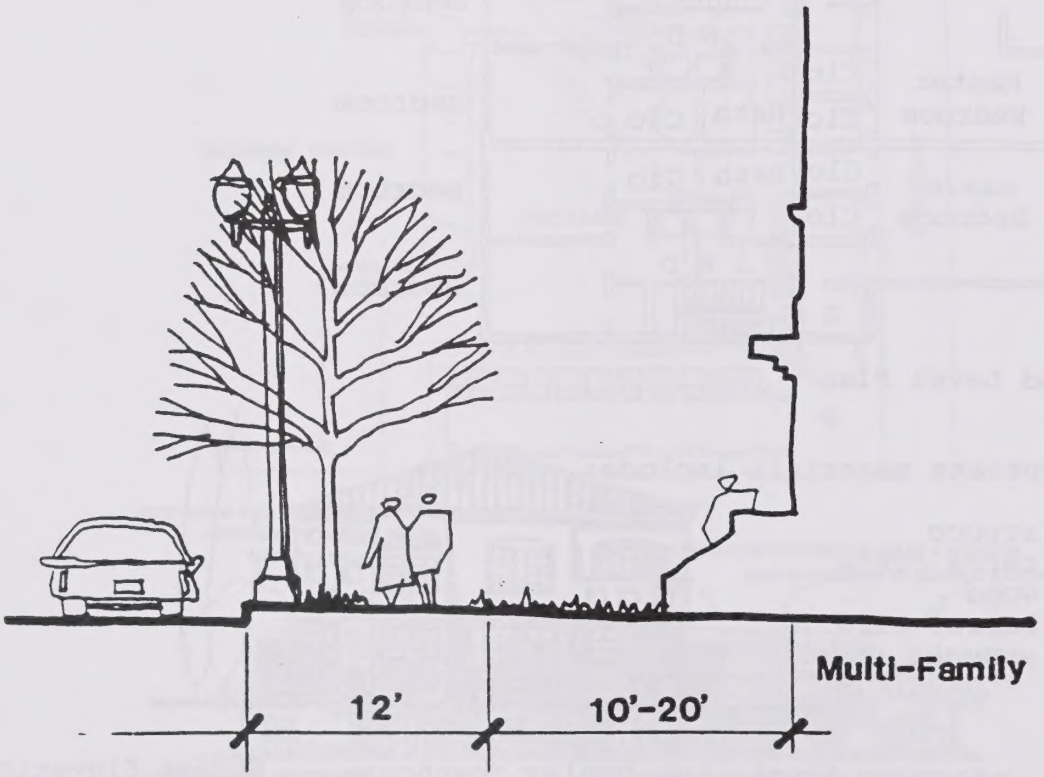
Recommendations:

- ❑ **Commercial uses in District Three should follow the store-front guidelines specified in District One.**
- ❑ **Office uses are compatible with residential apartments and should also be considered for mixed use developments. Re-use of Historic Residential structures for offices or mixed uses is encouraged.**

Guideline 3B
Setbacks

Recommendations:

- ❑ **Multifamily units must be set back at least 15' from the street right-of-way.**
- ❑ **Sideyards are only required on sides where new development is adjacent to existing single family units.**

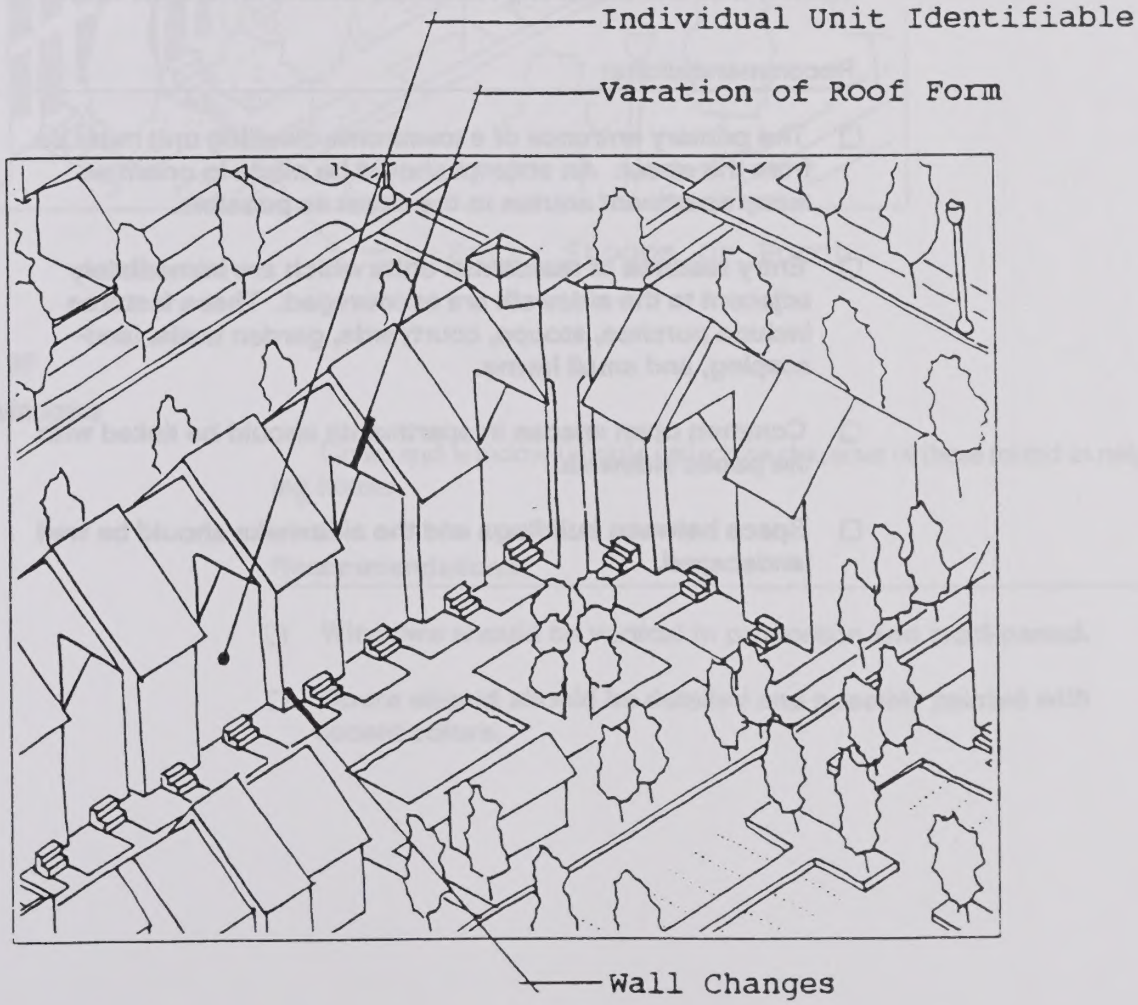


Guideline 3C
Building Form

Infill multifamily units must be respectful of scale and massing typical of existing single family units.

Recommendations:

- ❑ **Unit massing should be such that individual units are identifiable in the overall form of the building.**
- ❑ **Walls should be staggered or have breaks at intervals of 25 feet or less.**
- ❑ **A building should be composed of interesting forms and openings which create areas of shade and shadow.**
- ❑ **Avoid uninterrupted blank walls.**



Guideline 3D
Roofs

Roofs should be similar in character and material to single family dwellings.

Recommendations:

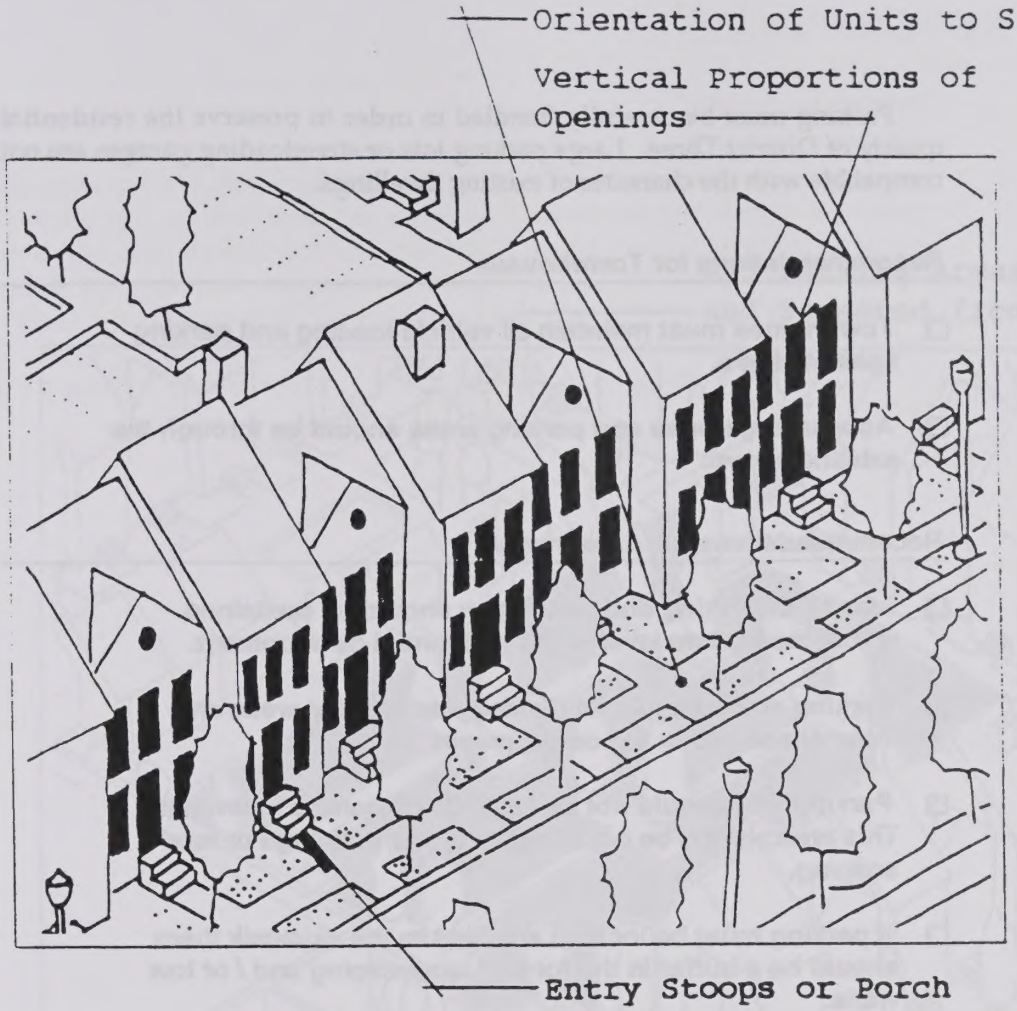
- ❑ **Variation of the roof lines should occur throughout the building to help distinguish individual units.**
- ❑ **Roofs should be sloping gables or hip forms typical of neighboring homes. Long uninterrupted expanses of roof should be broken with elements like dormer windows, chimneys, pitch changes, etc.**

Guideline 3E
Sidewalks Relationship

Infill multi-family units need to relate to the sidewalk in a manner similar to single family units. The street and sidewalk should be considered a friendly pedestrian environment. Consequently multi-family developments should orient entries and interesting residential facades toward the street.

Recommendations:

- ❑ **The primary entrance of a townhome dwelling unit must be from the street. An attempt should be made to orient as many apartment entries to the street as possible.**
- ❑ **Entry features of residential units which are immediately adjacent to the sidewalk are encouraged. These features include porches, stoops, courtyards, garden walls, landscaping, and small lawns.**
- ❑ **Common open spaces in apartments should be linked with the public sidewalk.**
- ❑ **Space between buildings and the sidewalks should be well landscaped.**



Guideline 3F
Doors & windows

Doors and windows should reflect the character of those found in neighboring homes.

Recommendations:

- ❑ **Windows should be vertical in proportion and multi-paned.**
- ❑ **Doors should should be detailed and possibly painted with accent colors.**

Guideline 3G
Parking

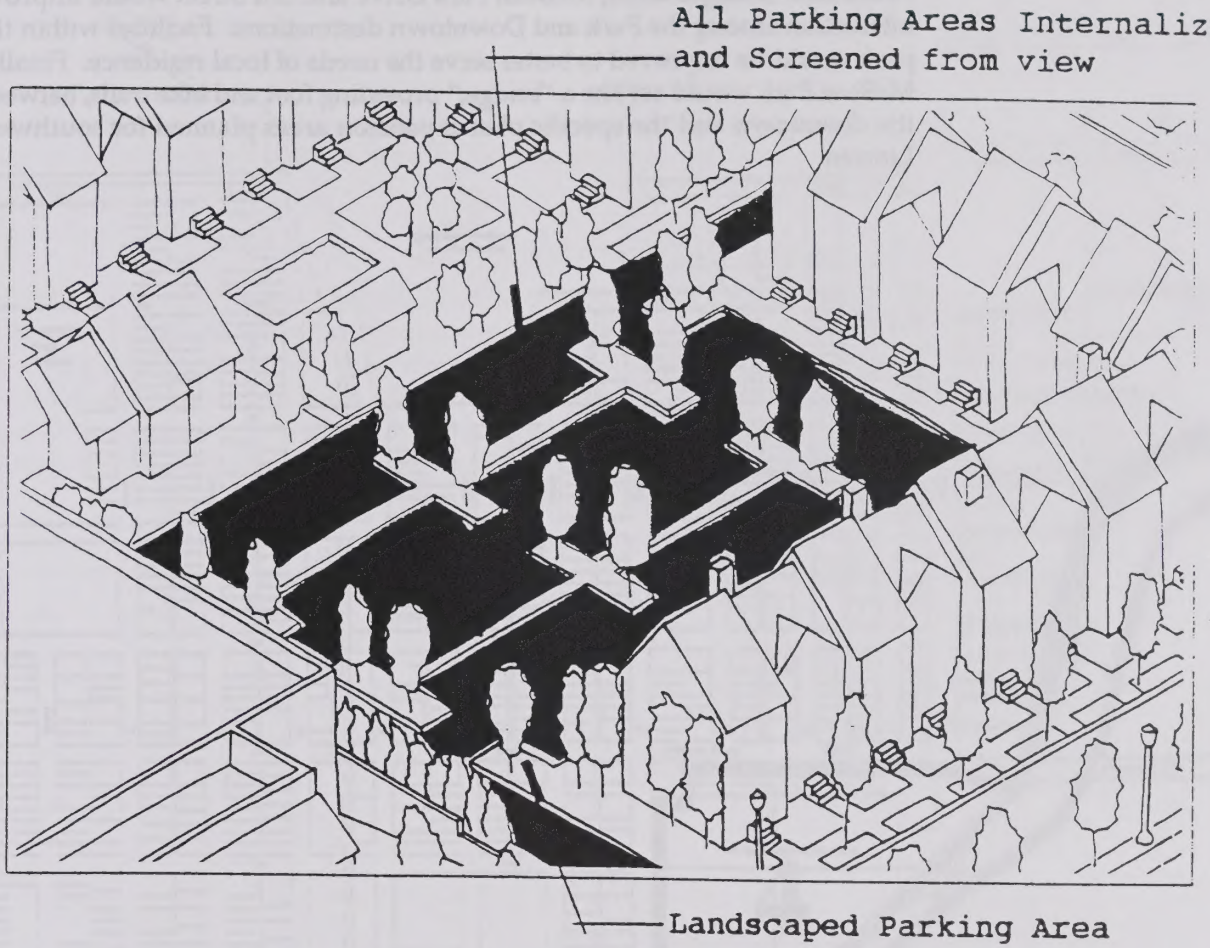
Parking must be carefully handled in order to preserve the residential quality of District Three. Large parking lots or streetloading garages are not compatible with the character of existing dwellings.

Recommendations for Townhouses

- **Townhomes must maintain all vehicle loading and parking against alleys.**
- **Access to garages and parking areas should be through the existing alleys.**

Recommendations for Apartments

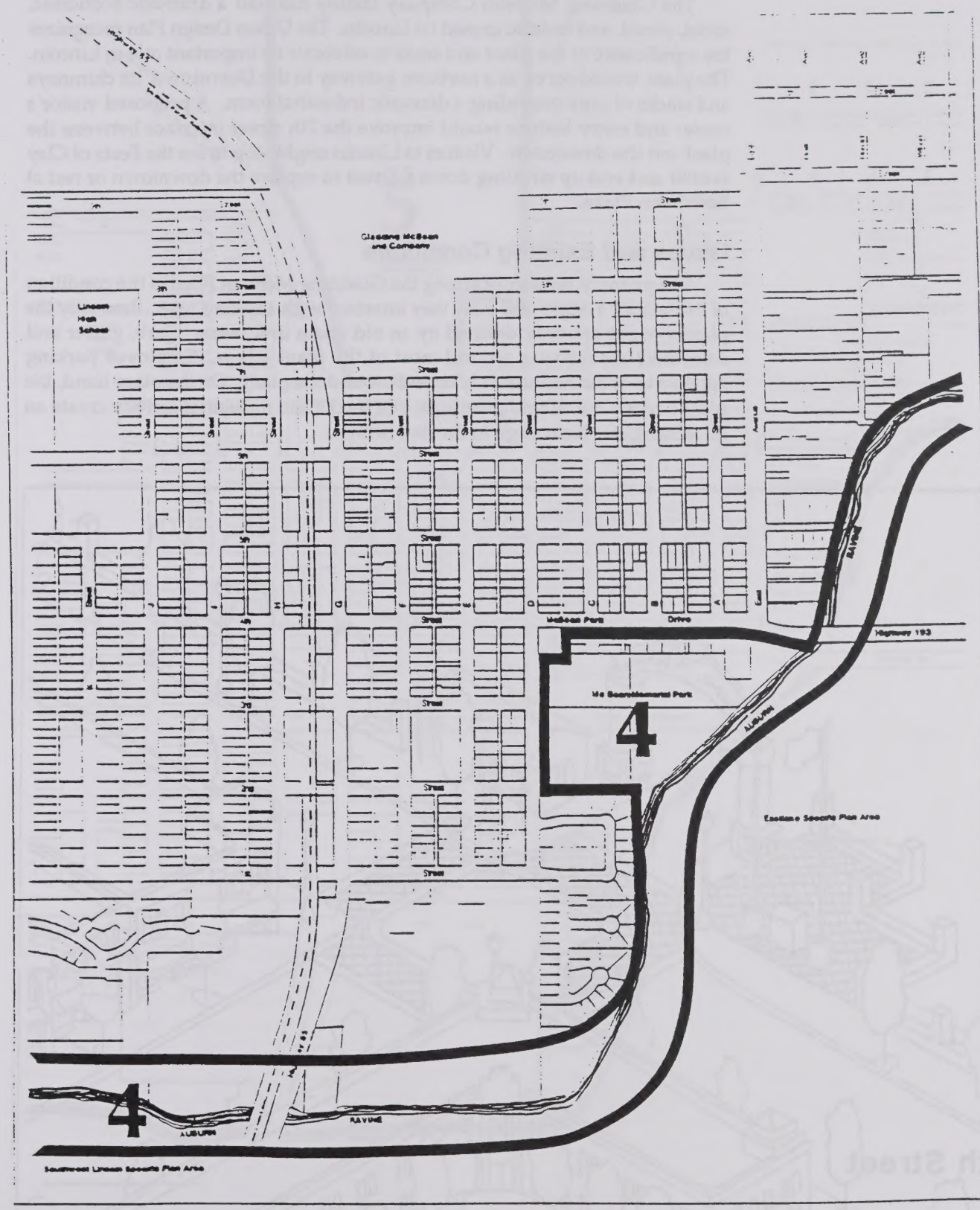
- **Ideally all parking and circulation should be contained within the bottom level of the residential development.**
- **Parking areas should be divided into smaller areas and internalized within the development.**
- **Parking lots should not be located adjacent to sidewalks This area should be occupied by either buildings or landscaping.**
- **If parking must be located adjacent to the sidewalk there should be a buffer in the form of landscaping and / or low walls.**


All Parking Areas Internalized
and Screened from view
Landscaped Parking Area

7.4. DISTRICT 4 MCBEAN PARK

District Concept

McBean Park already provides the downtown with a wonderful recreation resource and visual amenity. The Downtown Urban Design Plan seeks to further strengthen the relationship between the park and the downtown. Pedestrian linkages along McBean Park Drive and 3rd Street would improve interaction among the Park and Downtown destinations. Facilities within the park would be improved to better serve the needs of local residence. Finally, McBean Park would act like a "bridge," providing foot and bike trails, between the downtown and the specific plan expansion areas planned for southwest Lincoln.


Lincoln High School
Highway 193
4
4
RAVINE
Southwest Lincoln Specific Plan Area
Eastside Specific Plan Area

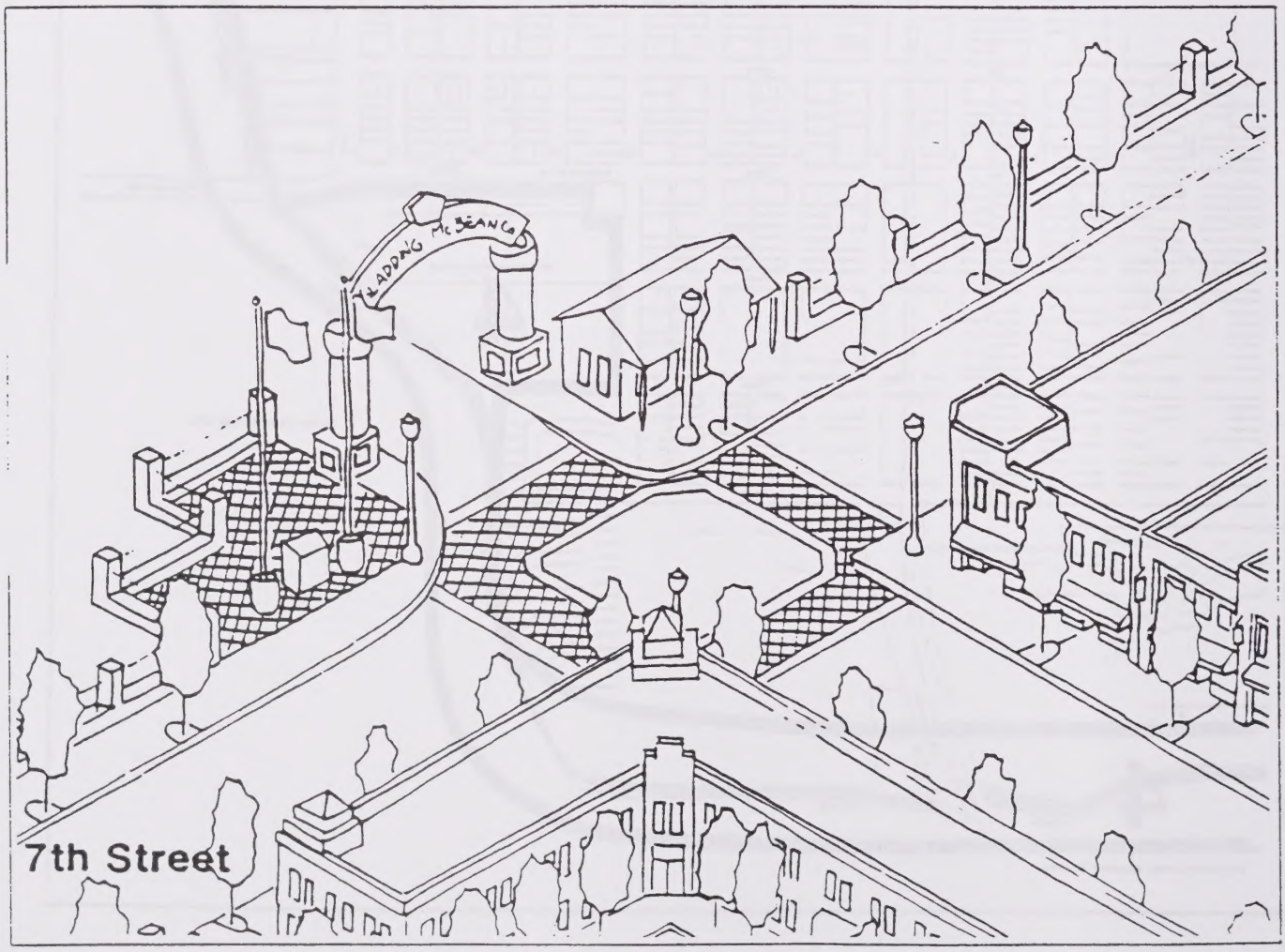
7.5. DISTRICT 5 GLADDING MCBEAN INDUSTRIAL

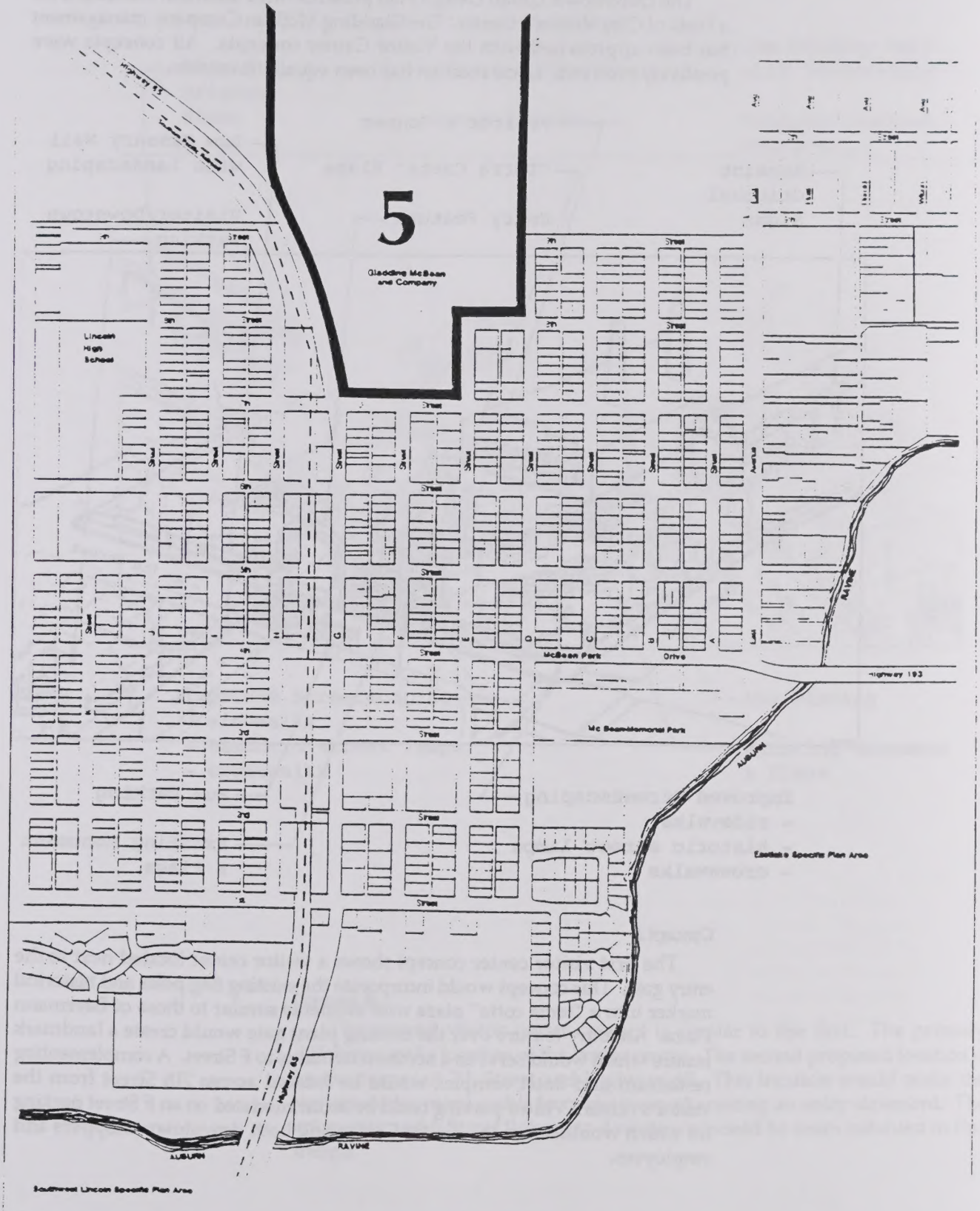
District Concept

The Gladding McBean Company facility has had a dramatic economic, social, visual, and historic impact on Lincoln. The Urban Design Plan recognizes the significance of the plant and seeks to celebrate its important role in Lincoln. The plant would serve as a northern gateway to the Downtown, its chimneys and stacks of pipe providing a dramatic industrial form. A proposed visitor's center and entry feature would improve the 7th street interface between the plant and the downtown. Visitors to Lincoln might stop to see the Feats of Clay exhibit and end up strolling down F Street to explore the downtown or rest at Beermann Plaza.

Issues and Existing Conditions

The primary issue concerning the Gladding McBean Plant is the condition of the facility's edges and how they interface with adjacent uses. Presently the plant's edges are only defined by an old chain link fence. Curb, gutter and sidewalks are missing around most of the plant edges. Employee parking appears to occur haphazardly in and around the plant. On the other hand, the plant's many buildings, chimneys, pile stacks and industrial activity create an interesting northern edge to the downtown.

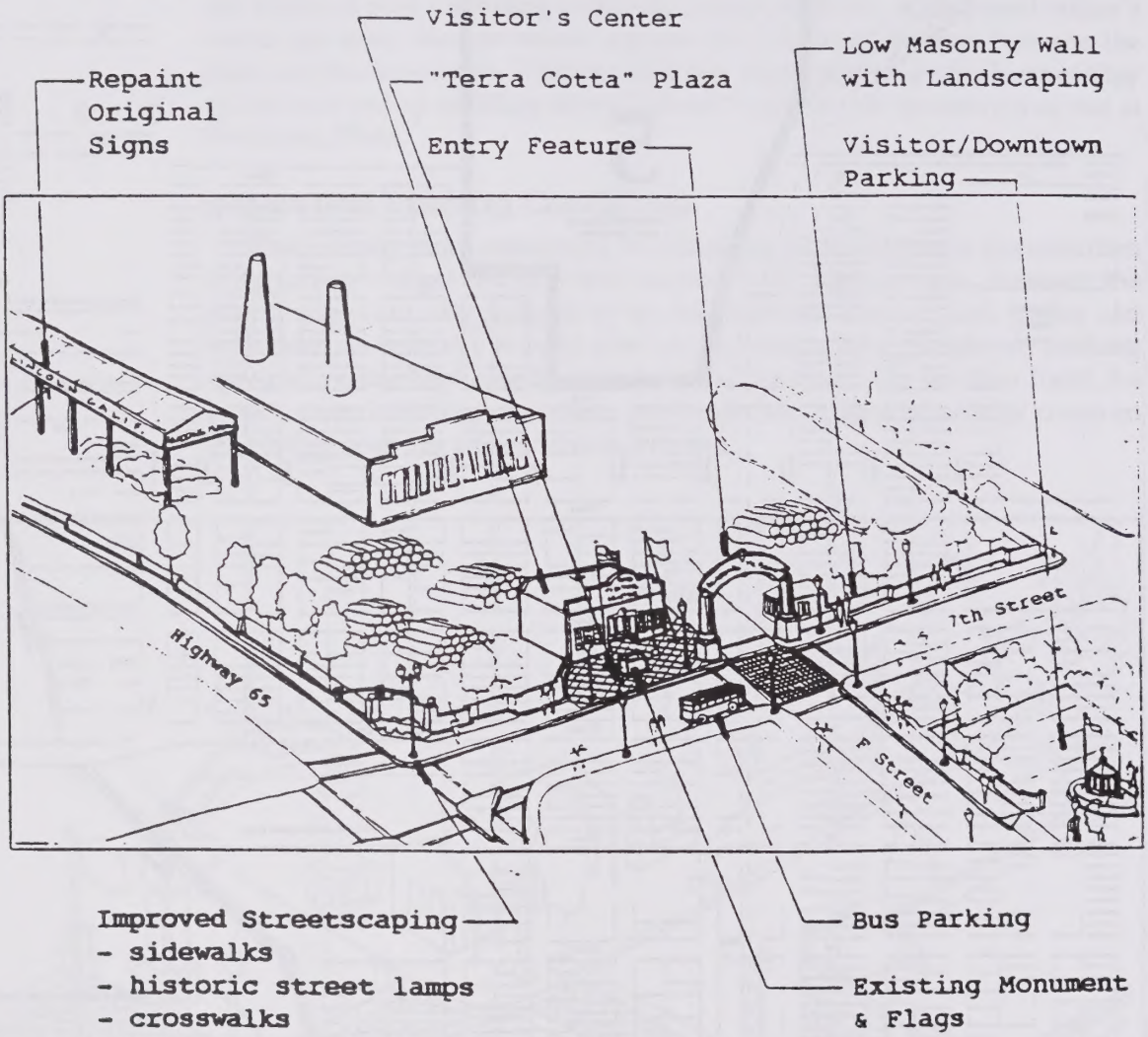



5
Gladding McBean and Company
Lincoln High School
McBean Park Drive
Mc Bean Memorial Park
Highway 193
Highway 65
AUBURN
RAVINE
Southwest Lincoln Specific Plan Area
Eastside Specific Plan Area

Design Concepts

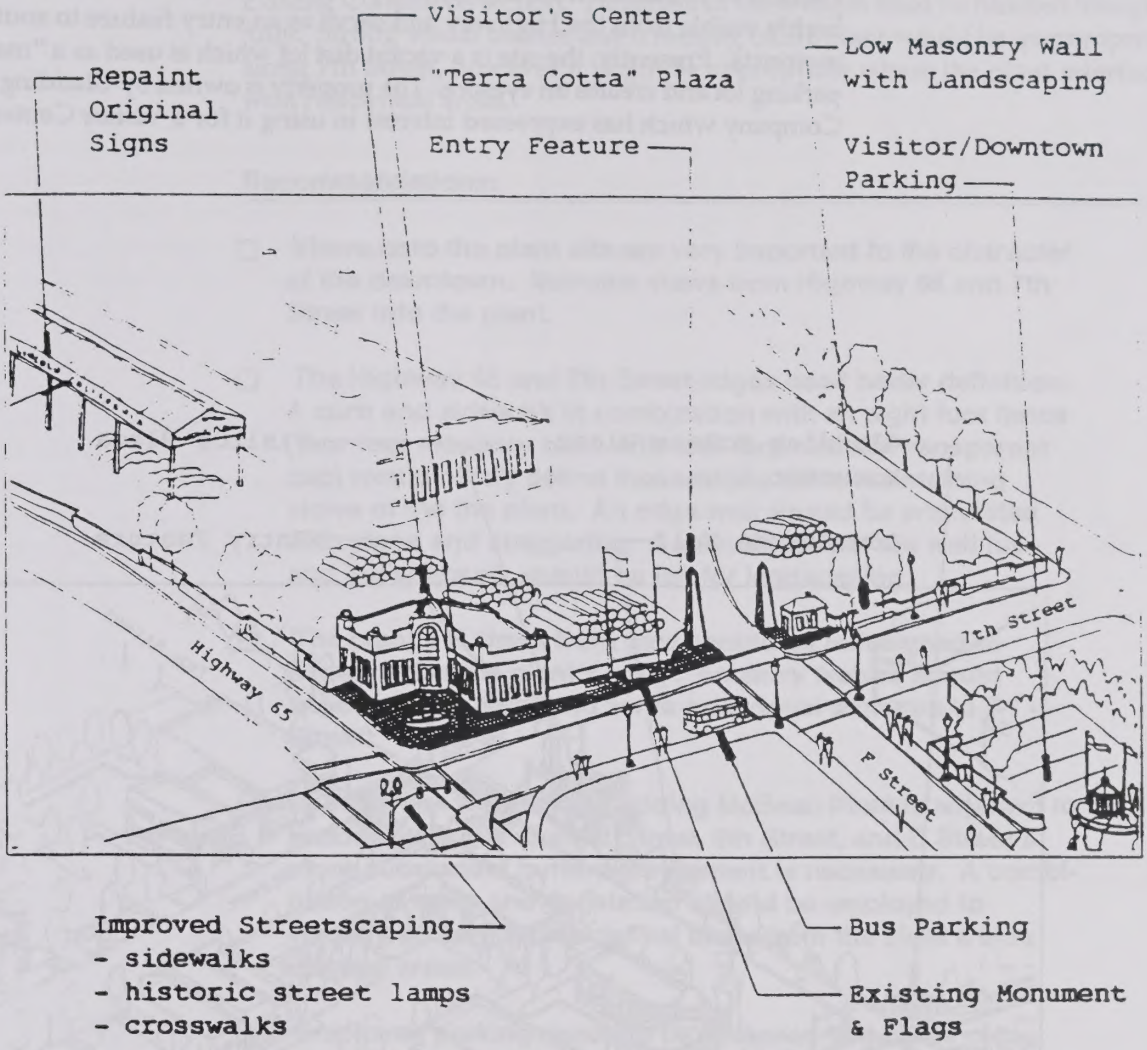
VISITOR'S CENTER

The Downtown Urban Design Plan presents three alternative concepts for a Feats of Clay Visitor's Center. The Gladding McBean Company management has been approached with the Visitor Center concepts. All concepts were positively received. Local reaction has been equally favorable.



Concept A

The first visitor center concept shows a visitor center located next to the entry gate. This concept would incorporate the existing flag poles and historical marker into a "terra cotta" plaza with elements similar to those of Beermann Plaza. An entry feature over the existing plant gate would create a landmark feature which would serve as a northern terminus to F Street. A complementing restaurant and hotel complex would be located across 7th Street from the visitor's center. Visitor parking could be accommodated on an F Street parking lot which would serve the Visitor Center and both downtown shoppers and employees.

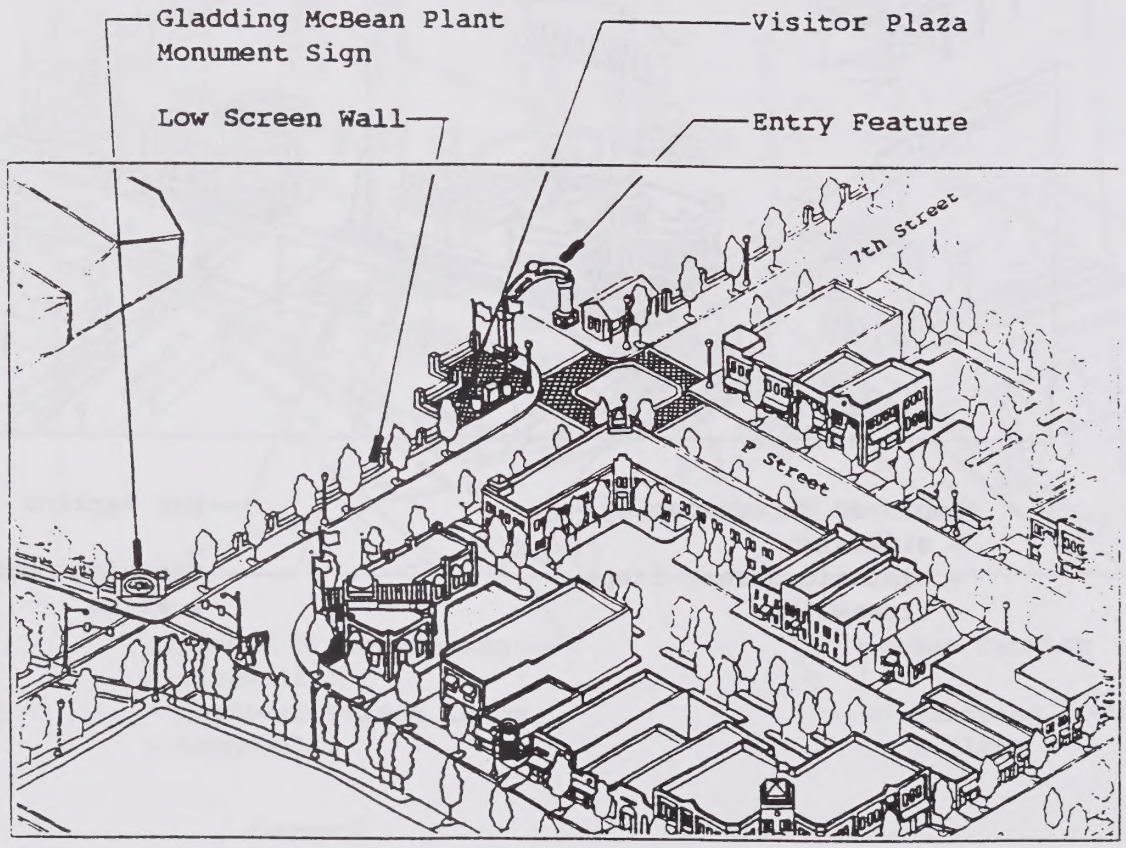


Concept B

The second visitor center concept is similar to the first. The primary difference is the location of the visitor center. The second proposed location is on the corner of 7th Street and Highway 65. This location would make the visitors center more visible from Highway 65 creating an entry statement. The entry gate and F Street linkage to downtown would be more subdued in this design.

Concept C

The Visitor Center concept shown in the 20 Year Vision illustration, offers a third design alternative. The Visitor Center is located on the vacant parcel at the corner of Highway 65 and 7th Street. The plant entry retains a "gateway" element to provide a northern visual terminus to F Street. This site would be highly visible from the Highway and serve as an entry feature to southbound motorists. Presently, the site is a vacant dirt lot which is used as a "makeshift" parking lot and creates an eyesore. The property is owned by Gladding McBean Company which has expressed interest in using it for a Visitor Center.



EDGE TREATMENT

The poor condition of the Gladding-McBean factory site edges, where direct interface with residential uses occur, have already been mentioned in the Existing Conditions section. Treatment of these edges must be handled thoughtfully. Strong visual buffers and screening of the plant would be inappropriate along 7th Street, however it might be appropriate where the plant interfaces with residential areas.

Recommendations:

- **Views onto the plant site are very important to the character of the downtown. Maintain views from Highway 65 and 7th Street into the plant.**

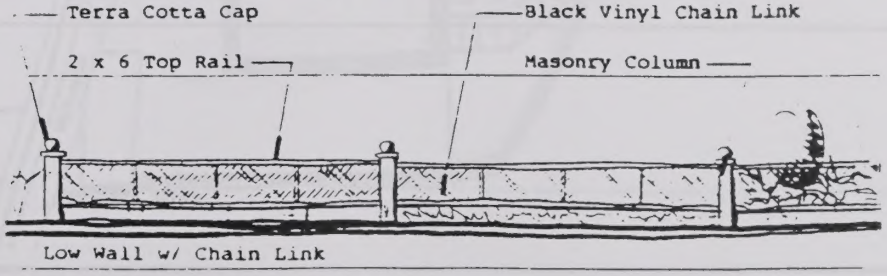
- **The Highway 65 and 7th Street edges need better definition. A curb and sidewalk in combination with an eight foot fence (four foot masonry base with four foot visually transparent cap) would nicely define these edges while maintaining views of the the plant. An edge wall should be articulated with steps and staggering. A space between the wall face and the sidewalk should be left for landscaping.**

- **The plant's F street front gate should be redesigned to better define the plant's entry. An entry feature should announce the plant and serve as a visual terminus to F Street.**

- **In the areas where the Gladding McBean Plant is adjacent to residential areas along E Street, 8th Street, and D Street a more substantial buffering treatment is necessary. A combination of walls and vegetation should be employed to visually screen the residential areas from the plant's side storage areas.**

- **Employee parking needs to be screened and better organized. A single on-site parking area should be developed which is not visually obtrusive to the plant's southern 7th Street edge.**

- **A few simple clean up and repainting projects at the plant could significantly improve the appearance of both the plant and the town. The clay drying structure along Highway 65 is a good example. Repainting the words "Gladding McBean Company" and "Lincoln, CA" on the structure would create an instant northern gateway to Lincoln and improve the plant visually.**



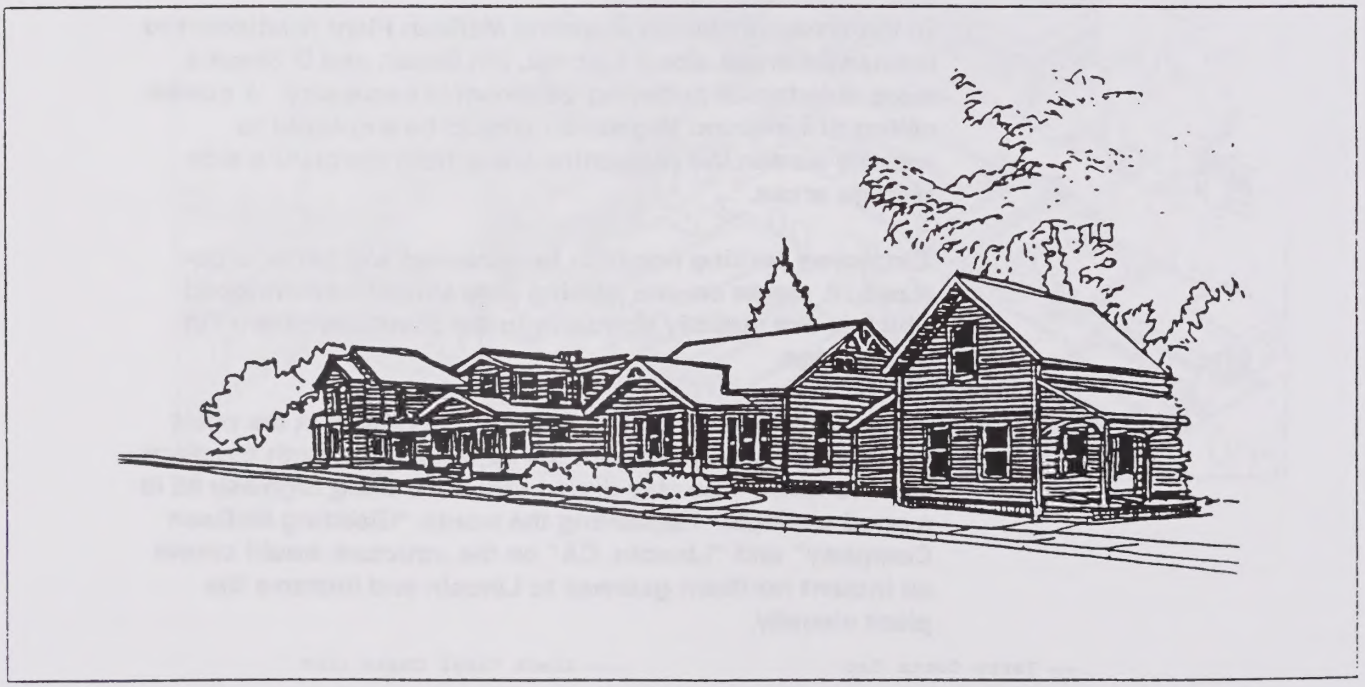
7.6. DISTRICT 6 HISTORIC RESIDENTIAL

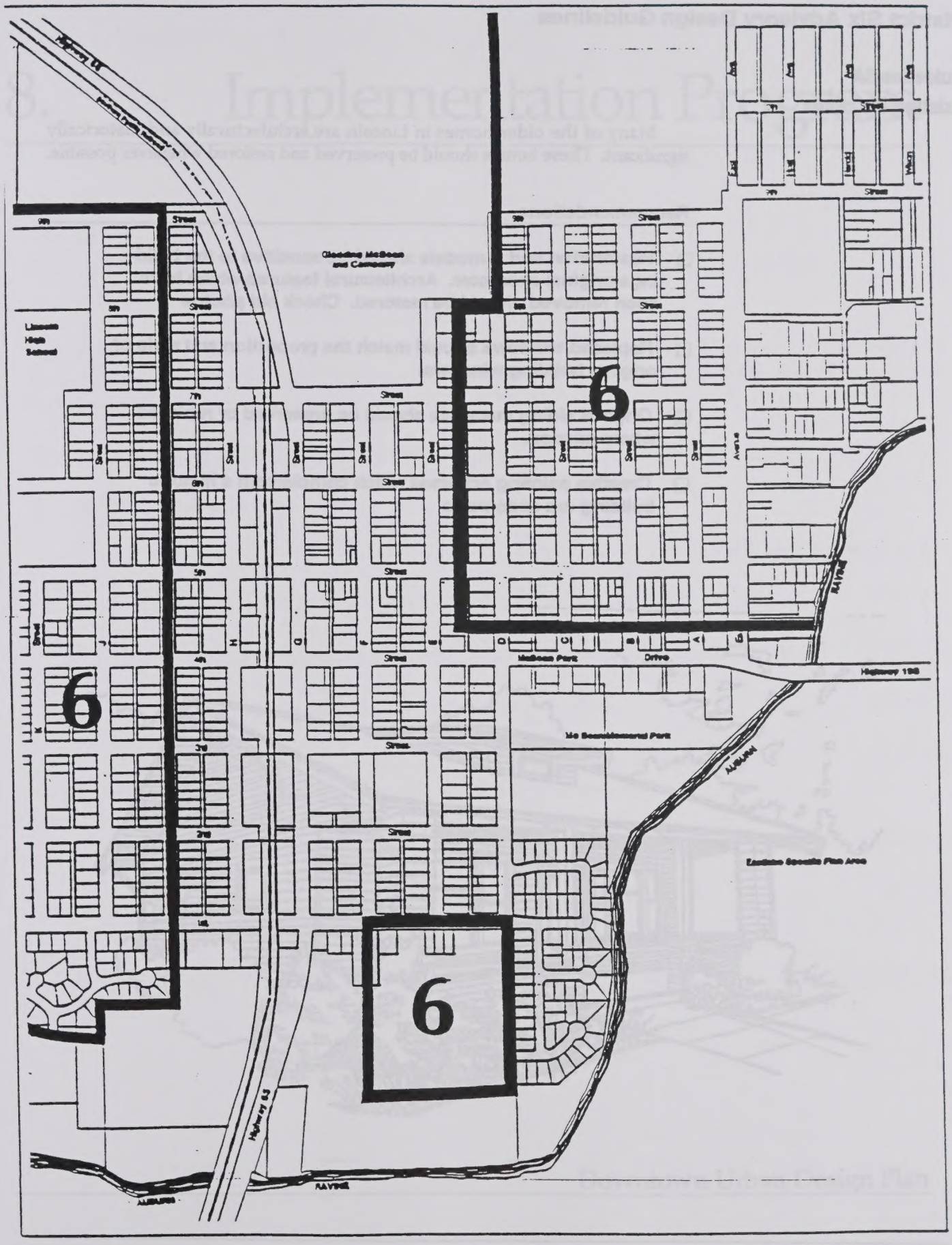
District Concept

The quality of the historic residential neighborhoods and homes that surround the downtown core was often mentioned in the citizen written and photo surveys. Maintaining and improving the quality of these areas is the primary objective of the District Six guidelines. District Six is envisioned as single family residential area comprised of a variety of turn of the century housing styles. This district would surround the commercial and multifamily core of districts one, two, and three. Residents of District Six would live in both old and new homes with large front porches and rear alley garages. The wide quiet streets would be enclosed in a canopy of large street trees. Walking downtown to buy groceries or get coffee would be a pleasant experience for both young and old.

Issues and Existing Conditions

Currently there exists a large variation in the condition of existing homes in District Six. Some larger ornate homes exist in vintage condition while neighboring houses are run down and dilapidated. Vacant parcels are scattered through out District Six. Some areas have curb, sidewalk, and street trees while other areas have none. The original street pattern in District Six is based on the geometric grid while new expansion areas are based on curvilinear cul-de-sac streets.




6
6
6
Highway 77
Nebraska Electric Railroad
Cleveland McBean and Company
Street
Avenue
Drive
McBean Park
Highway 136
Mc Bean Memorial Park
Auburn
Eastside Specific Plan Area
Highway 63
Nebraska Electric Railroad

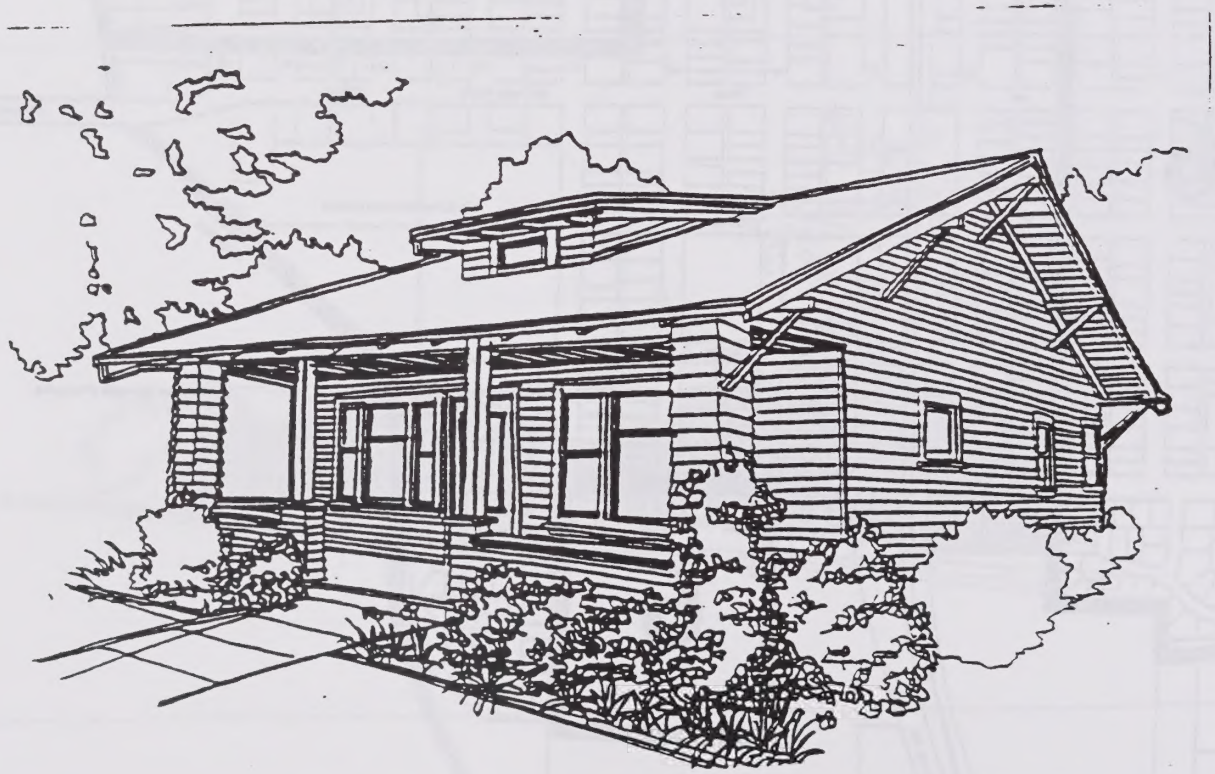
District Six Advisory Design Guidelines

Guideline 6A
Existing Buildings

Many of the older homes in Lincoln are architecturally and historically significant. These homes should be preserved and restored whenever possible.

Recommendations

- ❑ **Restoration and remodels should be sensitive to the buildings original character. Architectural features which have been removed should be restored. Check old photos**
- ❑ **Replaced windows should match the proportion and style of original building windows.**
- ❑ **Original siding materials should be preserved or replaced where needed.**
- ❑ **Creative painting schemes which complement a historic building are encourage**



8. Implementation Program

8. Implementation Program

8.1 PRELIMINARY COST ESTIMATES OF PROPOSED PUBLIC IMPROVEMENTS

According to the Williams-Kuebelbeck Study (WKS), the City Redevelopment Agency developed a budget for project improvements in 1988. This tentative budget describes a capital improvement program of approximately $2,500,000.

Proposed Public Improvement Projects - Downtown Lincoln

OLD TOWN SUB-AREA:

	1988 Estimated Cost:
Landscaping to buffer industrial areas from residential land uses.	$ 300,000
Underground power lines, install light standards, and landscaping.	400,000
Develop and upgrade municipal parking facilities.	250,000
Install or rehabilitate public infrastructure (streets, alleys curbs, gutters, sidewalks, storm drains and sewers)	300,000
Rehabilitation of historic and non-historic structures.	1,250,000
Old Town architectural theme selection.	35,000
TOTAL:	**$ 2,535,000**

Based upon updated and more precise estimates, the following budget was developed:

Detailed Streetscaping, Street Tree and Street Light Budget (2/92)

Cost Estimating Assumptions:

- **All numbers are preliminary and subject to refinement as more details become known.**
- **All quantities and areas are taken from the 50 scale Streetscape Master Plan.**
- **All numbers are installed costs.**
- **Existing streetlights (in District 1 only) were subtracted from total needed.**
- **All numbers for sidewalks and street trees are for new construction without demolition costs.**
- **All mini-plazas are 5,000 sf with $20,000 for trees and grates along with all other furniture items.**

District Budgets:

DISTRICT 1:

	Quantity:	Unit Cost:	Total $:
Pedestrian Crossings:			
Brick Accent	15 @ 6300 sf	$12/sf	$ 75,600
Concrete w/Brick insets	8 @ 5040 sf	$10/sf	$ 50,400
Sidewalks:			
Concrete w/Scoring	82,350 sf	$ 4/sf	$329,400
Brick w/Accent	10,635 sf	$10/sf	$106,350
Granite Curb:	2260 lf	$15/lf	$ 33,900
Standard Curb & Gutter:	5085 lf	$12/lf	$ 61,020
Street Trees:	175	$ 225 each	$ 39,375
Tree Grates:	147	$1000 each	$147,000
Street Furniture: (Bollards, benches, kiosks, flower pots, shelters, flag poles)			$ 95,700

Street Lights:	22	$2,500	$ 55,000
F & 3rd Street Mini-Plaza	1	lump sum	$ 80,000
Visitor Center Parking Lot	1	$ 3/sf	$336,000
Visitor Center Wall & Planting			$ 42,080
TOTAL:			**$1,451,825**

DISTRICT 2:

	Quantity:	Unit Cost:	Total $:
Pedestrian Crossings:			
Concrete w/Brick	8 @ 4920 sf	$10/sf	$ 49,200
Concrete w/Asphalt	9 @ 6060 sf	$4.50/sf	$ 27,270
Sidewalks:			
Concrete w/Scoring	50,175 sf	$ 4/sf	$200,700
Standard Curb & Gutter:	3655 lf	$12/lf	$ 43,860
Street Trees:	76	$ 225 each	$ 17,100
Tree Grates:	39	$1000 each	$ 39,000
Street Furniture: (Benches, trash cans)			$ 9,600
Street Lights:	21	$5,000	$105,000
Transit Center Mini Plaza		Lump Sum	$ 80,000

TOTAL:			**$571,730**

DISTRICT 3:

	Quantity:	Unit Cost:	Total $:
Pedestrian Crossings:			
Concrete w/Brick	8 @ 5040 sf	$10/sf	$ 50,400
Concrete w/Asphalt	6 @ 3720 sf	$4.50/sf	$ 16,740
Sidewalks:			
Standard	171,000 sf	$ 3/sf	$ 51,300
Standard Curb & Gutter:	3340 lf	$12/lf	$ 40,080
Street Trees:	66	$ 225 each	$ 14,850
Street Lights:			
Standard	10	$2,500	$ 25,000
McBean Park Drive	24	$3,000	$ 72,000
TOTAL:			**$270,370**

DISTRICT 4:

	Quantity:	Unit Cost:	Total $:
Terra Cotta Plaza	1	Lump sum	$ 80,000
TOTAL:			**$ 80,000**

DISTRICT 5:

	Quantity:	Unit Cost:	Total $:
Industrial Buffer Treatment	1300 lf	$70 lf	$ 91,000
Planting	13000 sf	$ 3 sf	$ 39,100
TOTAL:			**$130,000**

DISTRICT 6:

	Quantity:	Unit Cost:	Total $:
Typical Residential Block:			
Sidewalk	2940 sf	$ 3 sf	$ 8,820
Curb & Gutter	850 lf	$12 lf	$ 10,200
Street Trees	16	$225 each	$ 3,600
Street Lights	5	$2,500 each	$ 12,500
TOTAL:			**$ 35,120**
GRAND TOTAL (including District 6)			**$,2,539,045**

8.2 FINANCING CONCEPTS AND ALTERNATIVES

Local financing techniques commonly employed by cities and redevelopment agencies to improve the community and that may be applicable to downtown Lincoln include tax increment financing, assessment districts, Mello-Roos Community Facilities Districts, developer fees, Certificates of Participation, Lease Revenue Bonds, Mortgage Revenue Bonds, developer participation and bank line of credit. Tax increment financing is the primary funding tool available to redevelopment agencies and will probably be the primary financing technique for redevelopment projects within the study area. In addition to tax increment revenues, Mortgage Revenue Bonds should be pursued by the Redevelopment Agency as another potential revenue source to finance housing within the study area. Finally, Certificates

of Participation may be an appropriate financing mechanism for the expansion of City facilities.

Redevelopment Bond Financing:

The traditional method for redevelopment financing is through tax increment allocations from new development. Under redevelopment law, the tax base is frozen and all tax increases levied in the redevelopment area accrue to the Agency and are not shared with County or Special District governments. Increased property tax revenues then are utilizes to service bonded indebtedness for the capital needed to make public improvements.

The only problem with this approach is that private investment and development must be occurring within the redevelopment area. If property is not sold, or remodeled, it is not reassessed. In a sluggish economy, the tax increment will build slowly. Once the development and investment engine ignites, the potential for tax increment funding of bonds is great. The public improvements are often needed first to "prime" the economic pump. In this case, federal and state grants are a needed supplement to the Redevelopment Agency.

Special Assessment District:

Property owners can elect to self-assess on the basis of fair share benefit from a public improvement. Downtown property owners could form a Benefit District, assess according to their property's level of improvement and size, and the Agency would add the assessment to their property tax bill. Assessment Districts are difficult to form and will be limited by the financial ability of individual property owners.

Mello Roos Community Facility District (CFD):

The CFD is a special benefit district created to impose a special (property based) tax. In its typical form, long term municipal bonds are sold to fund capital improvements. The bond debt is serviced over the time by the tax proceeds. The amount of tax burden to be placed on an individual property has a ceiling and the bonded indebtedness is a marketing burden that some developers may not desire. In a Redevelopment Area, an election of effected property owners would be required with a 2/3 majority approval needed to approve the CFD. A 3/1 land value to lien criteria is required and would probably be easy to meet in a retail-commercial downtown district. From a property owner's viewpoint, the problem with a special tax will be their ability to recoup the investment in the form of increased rents. The merchants and tenants of the downtown district may not be able to sustain the tax.

Certificates of Participation:

Certificates of Participation are a type of security whereby lease-hold interests (rental income) are sold as shares to private investors. They are most applicable to the lease of public facilities such as a Public Safety Building or Civic Center. Hotels and convention centers would also qualify. A major disadvantage of Certificates of Participation is that they are often

guaranteed against the City's General Fund. Unless a developer provides the guarantee, the City may not wish to pursue this option.

Mortgage Revenue Housing Bonds:

This is a program specifically created for first time homebuyers and affordable housing product. Agency bonds are issued at a below market interest rate for the homeowner. Lincoln has opportunity sites for smaller single family patio homes, and townhouses that would qualify for such a program.

Developer Impact Fees:

Developer Fees have been installed through the adoption of the Public Facilities Element. Many communities have adopted similar fees following the nexus finding requirements of AB 1600. Lincoln's Public Facility Element (PFE) presently makes provision for requiring an in lien fee for parklands and park development. Downtown Streetscaping could be interpreted to be a benefit for new residents of the new growth areas. It might be feasible to apply a portion of the parks fee to downtown parks, plazas, street trees, and pedestrian improvements. The legal feasibility of this approach should be explored. The PFE outlines a need for $1,383,637 for Core Area park improvements. A portion of this fund should be earmarked for downtown streetscaping.

Community Development Block Grant Program:

Community Development Block Grant (CDBG) monies are tightly related to job creation. Public improvements in support of a private development project can be obtained if the private business enters into an employment agreement to hire local low income workers. There must be a nexus between the project and permanent job creation. Streetscaping is difficult to justify under the program. Re-use fund from previous CDBG projects can be utilized for storefront rehabilitation. Lincoln has a re-use fund from a 1986 CDBG project. There is approximately $250,000 in this fund.

Urban Development Action Grants (UDAG):

The federal Department of Housing and Community Development operates a financing program for older downtown districts. This source has been severely curtailed in recent years. Grants can be used for construction loans, utilities, and other public improvements.

SBA 502 / 504 Loan Program:

Eligible use of funds under this program are building construction, improvements, renovation, and storefront restoration. Private lenders provide between 50-90% of project costs. 502 is a 50/50 match program. The business applicant must provide a 10% downpayment under the 504 program.

Revolving Low Interest Loan Program:

A Redevelopment Agency sponsored loan program should be established to assist the rehabilitation and upgrading of structures, storefronts, awnings and signs. Interest earned would recycle back into new loans for additional storefront revitalization.

Rule 20 Funds (PG&E)

PG&E has indicated that the Downtown is eligible for special funding to underground private utility lines.

California Main Street Program/Rural Development Programs

California Main Street

In 1985, the California Legislature appropriated funds for the start-up of the California Main Street Program, an adoption of the National Trust Program of the same name. The Program is administered by the State Department of Commerce. Five cities a year are selected as demonstration programs. The Main Street Program offers a four point approach to rebuilding the image of a declining downtown. These include: organizing groups within the city to better work together, promotion and advertising of downtown businesses, rehabilitation and design to improve the image of buildings, and economic restructuring to provides the right mix of retail, offices, and housing.

Cities must have a population base of less than 50,000 and be committed to historic preservation of downtown buildings. Lincoln would qualify for this program. Services available from the Main Street Program include consulting with the State Architects Office, assistance in forming a Downtown Association, and business recruitment training.

U.S. Department of Agriculture, Rural Development Administration

The Rural Small Business Enhancement Act of 1990 established an Office of Rural Affairs within the Small Business Administration(SBA) to encourage an equitable distribution of financial assistance to rural areas, compile information on the performance of the rural economy, provide information on government and private programs of assistance to rural areas, and assist with rural tourism development.

This is a new agency with a 1992 budget of $1,000,000,000. The program is intended to assist small towns in agricultural areas. It authorizes $1,000,000 in grants for five States for economic development through small business activity in the tourism industry. This would appear to be a funding source for the proposed Visitors Center.

RECOMMENDED FINANCING PROGRAM:

Revitalization Activity:	Cost:	Funding Source:
1. Storefront Rehabilitation	$200,000	CDBG Re-use Program with SBA matching loans by merchant.
2. Street Trees	$ 71,325	Property owner and private donation.
3. District 1 & 2 Tree Grates	$190,000	Agency Bonds
4. Sidewalks/Crosswalk Improvements	$957,360	Agency Tax Increment or Assessment District
5. Street Lights	$269,500	Agency Tax Increment Bonds
6. New Parking Lot and Alley Parking	$490,000	Agency Tax Increment Bonds
7. Landscaping, Mini-parks, and Public Plazas	$425,740	Developer Fees (per Public Facilities Element)
8. Utility Undergrounding	N/A	PG&E Program
9. Street Furniture	$100,000	Agency Bonds
TOTAL PROJECT:	**$2,703,925**	
WITH 20% CONTINGENCY:	**$3,244,710**	

8.3 RECOMMENDED PHASING PROGRAM

The following phasing maps suggests a 20 year, four part, staging program for proposed public improvements.

8.4 PERMIT, DESIGN REVIEW, AND APPLICATION PROCESS

The current design review and permit processing procedures contained in Title 18, of the Lincoln Municipal Code, will be used to carry out the Implementation Program.

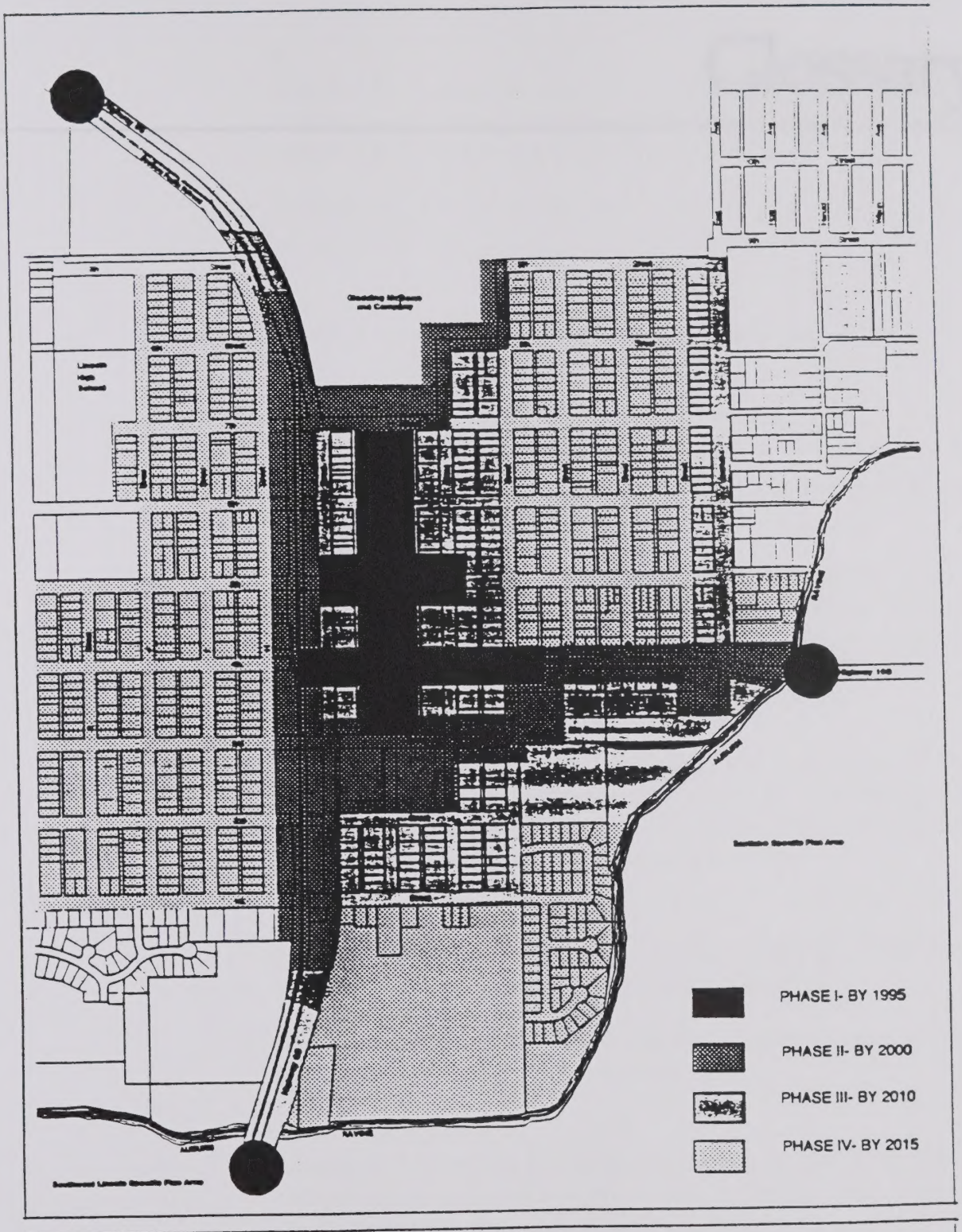

PHASE I- BY 1995
PHASE II- BY 2000
PHASE III- BY 2010
PHASE IV- BY 2015
RECOMMENDED PHASING PROGRAM
LINCOLN DOWNTOWN URBAN DESIGN PLAN
CITY OF LINCOLN, CALIFORNIA
REDEVELOPMENT AGENCY
RRM DESIGN GROUP

Figure 27

9. Glossary

9. Glossary

A

Anodized • A finishing process in which metal building materials such as aluminum are chemically treated to give them a more wear resistant surface and attractive appearance.

Articulation • The arrangement of exterior building elements which help define a building's character and style.

B

Bulkhead • The base of a building which is often treated with decorative tiles or bricks.

C

Columns • Vertical structural members which may be of wood, masonry, steel,stone, or concrete, and are either free standing or "engaged" (attached to the wall).

Cornice • The topmost horizontal band on a building facade. Usually the cornice is incorporated into the roofline of a building. It usually projects from the base surface and may also act as a string course lower down on the body of a building.

E

Entablature • A term from classical Greek architecture which describes a wide horizontal band at the top of a building which acts as a cap for the building facade. The cornice, frieze, and architrave are all elements of the entablature.

F

Facade • The "face" of a building. The facade describes the exterior walls of a building, e.g. the rear facade.

Frieze • A horizontal band on the building facade on which decorative elements are often hung.

M

Masonry • A type of building construction material which is comprised of individual units or blocks. Brick, terra cotta, stone, and concrete block are all examples of masonry.

Medallions • An ornamental plaque or block on a building, generally under the cornice or near the edges.

O

Ornamentation • Any variety of decorative features used on a building.

Ornamental Window Molding • Decorative trim placed around window openings.

P

Parapet • The parapet is the vertical extension of the exterior wall above the actual roof level on flat roofed buildings. Parapets typically range from 12" to 30" in height.

Pilasters • Pilasters act structurally like columns. They are different only in that they are rectangular or square in shape and project out from the building's walls.

R

Rehabilitation • The least expensive and least intensive stage of building upgrade in which the building is essentially left unchanged. Renovation involves such projects as cleaning, repainting, new signage, and awnings.

Relief • Any architectural element which is raised from the surface upon which it placed.

Remodel • To repair or "fix•up" an existing building. Work done to a historic building without regard to the preservation of the building's historic elements or appearance.

Renovation • A stage of medium intensity building upgrade in which previously altered storefront elements are largely removed and rebuilt. These changes bring the building closer to its original appearance than would a renovation project.

Restoration • This is the most intensive and expensive stage of building upgrade. It involves completely restoring the building to its original, historically accurate condition.

Rhythm • The flow or cadence of repetitive building elements as they are passed from the street.

S

Scale • The relative proportion of elements on a building to surrounding buildings or people.

Setback • A term describing the distance a building must stand from a legal property line. For example, a zero setback means that the building may stand on the site property line.

Spandrels • The areas of exterior wall between windows.

Storefront • A commercial building entry and window display system used extensively in downtown commercial buildings from about 1850 to 1940.

Storey • A building level, e.g. a building with four levels is four storeys high.

Storey Line • A horizontal line on the building facade which is often articulated in masonry or wood to indicate an interior level change.

Streetscape • Beautification of urban public areas with plants, flowers, street furniture, paving materials, street trees, and other physical elements in style or pattern consistent with a urban design.

String Course • A horizontal line on the exterior of a building which is usually indicative of an interior level change (see storey line). Also, the string course acts to break the monotony of a the vertical mass of a larger building.

Structural Bays • A system by which a building is subdivided into smaller areas (such as a grid in plan) so that repetitive structural members such as columns or piers may be used to efficiently carry the building loads down to the foundation.

Surround • The decorative trim or "framing" around a door or window. Surrounds in old buildings are typically of wood or masonry.

T

Terra Cotta • A structural or decorative building material made of fired clay. Terra cotta architectural elements were used extensively on late 19th and early 20th century buildings.

Transom Windows • Windows which are located above the head height of ordinary doors and windows; typically about seven feet from the floor.

V

Valance • The portion of an awning which hangs like a flap over the awning frame bar. An awning valance is typically 12" wide.

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